

AMF

Ski-Daddler Series XX

Parts and Service Manual

WARRANTY CERTIFICATE

AMF SKI-DADDLER SNOWMOBILE

PART I

AMF as manufacturer guarantees, to the original retail purchaser, each new snowmobile to be free of defects in material and workmanship under normal use. The manufacturer's obligation under this warranty is expressly limited to repairing or replacing any defective part under the conditions set forth as follows:

1. This warranty applies to a minimum period of 90 days of in-season use. For purposes of warranty, the season is considered as November 1 through March 31. Should a unit be purchased late in the season, the unused portion of the 90 day period shall be carried over to the beginning of the following season.

2. The part alleged to be defective shall be reported in writing to an Authorized AMF Dealer within the warranty period except if the defect is discovered with less than 30 days of the warranty period remaining, it shall be reported within 30 days of discovery of the defect.

3. This warranty does not apply to items which are covered by the original manufacturer's warranty, such as engines, starters, batteries, drive belts, and light bulbs (see Warranty Certificate, Part II, Conditions). These items are warranted separately by their respective manufacturers through their authorized service dealers.

4. This warranty is voided if the snowmobile is operated on other than snow or ice, in competitive racing, in commercial usage, or has been used as a demonstrator.

5. The warranty registration card and 20-hour inspection checklist card must be mailed to AMF within seven days of date of purchase to qualify for the warranty.

6. Damage or deterioration resulting from misuse, neglect, accident, transit, alterations or unauthorized repair shall in no event be deemed a defect in material or workmanship.

7. This warranty does not cover normal wear or maintenance items, which are considered to be operating expense.

8. XX1300, 1340 and 1400 high performance models will carry the normal Ski-Daddler warranty when purchased for and used as a purely pleasure machine. Pre-delivery claims will be allowed on the remaining Series XX Models.

9. AMF reserves the right to incorporate changes in design into this product without obligation to make these changes on units previously sold.

10. No express, implied or statutory warranty other than that herein set forth is made or authorized to be made by AMF.

PART II

This warranty covers defects in material and workmanship, however, certain items are considered normal operating expense items and are not covered under this warranty.

Conditions:

This warranty does not apply to:

1. Engine tune-up, cleaning or replacement of spark plugs.
2. Ski alignment.
3. Brake, variable-speed, or traction-belt adjustment, or variable-speed-belt replacement.
4. Normal wear parts replacement such as brake lining, ski wear-rod, traction belt cleats, suspension system bearings, or plastic runners.
5. Paint, body dents and damaged fiberglass, chrome or trim due to use.
6. Engine damage due to lack of sufficient oil in fuel mixture, incorrect oil, too lean carburetor adjustment, or clutch or traction belt damage due to running engine at high RPM on kickstand, or with variable-speed belt removed.
7. Damaged or broken windshields.
8. Any snowmobile which shall be repaired or altered outside an AMF authorized repair service facility in anyway that in AMF's judgment affects its operation or reliability.
9. Traction-belt failure due to misalignment or abuse.
10. Use of sled for competition racing will void the warranty.
11. Lamps and lens (headlight and taillight).
12. Snowmobile when AMF-approved parts are not used in repair or replacement.
13. Any snowmobile for which warranty registration card has not been returned in accordance with the instructions provided.
14. Any parts replaced as a result of normal wear.
15. Deterioration of rubber or fabric components.
16. Fasteners.

NOTE: Save the Ski-Daddler Inspection Record, Form No. 4477QA attached to the snowmobile. This inspection tag identifies your sled by model and serial number and should be shown to your dealer when making any claim under the AMF Warranty.

WARRANTY CERTIFICATE

Dealer's Responsibility

During the warranty period it will be necessary for the dealer to:

- 1. Be responsible for warranty service to the consumer on warranted items regardless of geographical location of original purchase.*
- 2. Mail to AMF within seven days, after completion, predelivery inspection warranty registration card and 20-hour inspection checklist card.*
- 3. Complete a Warranty Allowance Request Form, No. 4414A, and submit it to AMF through his distributor, where applicable, within thirty days after repairs have been made.*
- 4. Determine if the unit or part requiring repair or replacement is covered under this warranty.*
- 5. Determine if the customer warranty has been properly registered and that the warranty period is still in effect.*
- 6. Hold all defective parts replaced under this warranty until AMF disposition instructions are received or until warranty credit is received.*
- 7. Identify all defective parts returned to AMF under warranty by the applicable warranty request number.*
- 8. Assume the full cost of pick-up charges or travel expenses required to perform warranty service.*

Owner's Responsibility

During this warranty period it may become necessary for the owner to:

- 1. Replace, clean or adjust spark plugs, ignition points and condenser.*
- 2. Perform engine tune-up and adjust carburetor.*
- 3. Adjust and align skis.*
- 4. Add oil and lubricants.*
- 5. Adjust brake.*
- 6. Assume the full cost of freight for return of defective warranted parts to the factory.*
- 7. Perform proper storage of snowmobile during off-season months.*
- 8. Have 20-hour inspection of snowmobile made by his dealer.*

IMPORTANT

FOR HIRTH ENGINE PARTS AND WARRANTY, CONTACT LOCAL ENGINE SERVICE AGENCY OR WRITE TO:

Teledyne Wisconsin Motor
1910 South 53rd Street
Milwaukee, Wisconsin 53246
ATTN: Wisconsin-Hirth Engine Dept.

FLAT-RATE LABOR SCHEDULE

1. Remove and replace chain case cover	1/4 hour
2. Remove and replace chain and adjust tension	1/4 hour
3. Remove and replace driven clutch or V-belt	1/2 hour
4. Remove and replace driven clutch bearings	3/4 hour
5. Remove and replace drive clutch	1/2 hour
6. Remove and replace engine mount and/or strap	1 hour
7. Remove and replace drive sprockets	1 hour
8. Remove and replace drive shaft	1/2 hour
9. Remove and replace drive sprocket bearings	3/4 hour
10. Remove and replace traction belt (endless) and adjust	1-1/4 hours
11. Remove and replace rear idler shaft assembly or bearings	1/2 hour
12. Remove and replace rear support arms (2)	1/2 hour
13. Remove and replace throttle cable	1/4 hour
14. Remove and replace brake cable	1/4 hour
15. Remove and replace steering spindle	1/2 hour
16. Remove and replace spindle arm	1/4 hour
17. Remove and replace carburetor	3/4 hour
18. Remove and replace Suspension System	1/2 hour

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INTRODUCTION

This manual has been prepared to provide all authorized AMF Ski-Daddler Dealers, Distributors and technicians with the instructions necessary to service and maintain the AMF High-Performance Series XX Ski-Daddler snowmobiles.

The series classification for each snowmobile is clearly shown on the left-hand side of the console control panel. The Model Number and Serial Number are permanently stamped on the nameplate attached to the rear right-hand side of the main frame assembly. When ordering accessories or replacement parts, always indicate the correct Model Number and Serial Number as shown on the nameplate.

The following chart identifies the Ski-Daddler series classification, corresponding model numbers and engine designation covered in this manual.

Series Classification	Model Number	Engine
XX-1300	SD15M28B	292
XX-1340	SD15M26B	340

SD15M28B

- Engine manufacturer's code number
- Manual start
- Traction belt width in inches
- Ski-Daddler

This manual is presented in two sections. The first section, Maintenance, provides the instructions necessary for maintenance and service while the second section, the Illustrated Parts List is provided to facilitate the ordering of spare and replacement parts.

The Parts List section also contains a numerical listing of all items shown in the Illustrated Parts List. Thus, if the part number is known but not its application, refer to the numerical list. If the part number is not known, locate the item on the illustration to obtain the index number keyed to the applicable parts list.

If the information in this manual is not applicable to all models, the exceptions will be noted and the correct information for the particular model will be given.

PREDELIVERY INSTRUCTIONS

The AMF Ski-Daddler snowmobiles are shipped completely assembled except for the windshield assembly and the ski assembly.

The windshield and ski assemblies will be found in the shipping container. Carefully open the container and immediately inspect the equipment for any damage or missing items. The spindle pads and locknuts will be found in the plastic bag. The bushings and screws are installed on the spring mounting bracket to retain the ski-damper during shipping.

IMPORTANT: The owner must retain the Ski-Daddler Inspection Record, Form No. 4477QA. This form must be shown to the dealer should any claim arise for missing or damaged parts.

Install Ski Assembly

- Remove the screw (3, figure 1) and bushing securing the ski-damper to the spring mounting bracket.
- Place the spindle pad (1, figure 1) in the spring mounting bracket with the thicker section and the directional arrow on the pad pointing forward.
- Secure the ski assembly to the lower end of the spindle assembly by inserting the screw (3) and bushing through the ski damper, spring mounting bracket and spindle tube as illustrated. Apply 30 foot-pounds torque to the locknut (2). Do not overtighten locknut as ski assembly should float freely on the spindle.

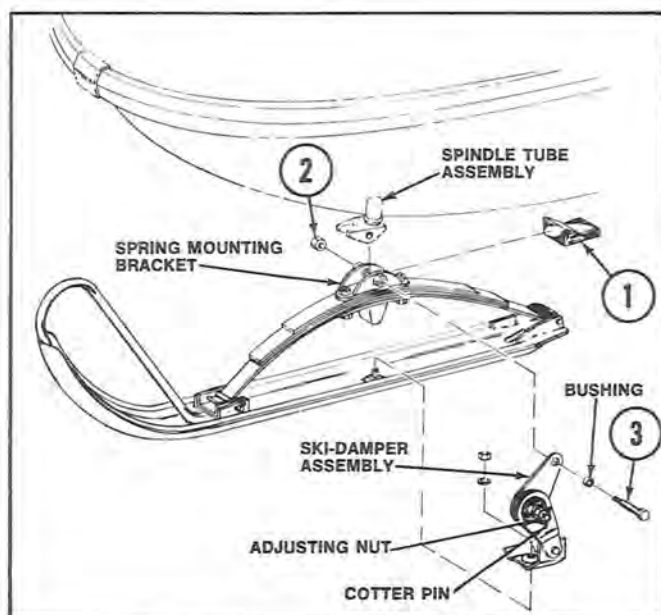


Figure 1

NOTE: Be certain to install skis with pivot of ski damper forward and adjusting nut to outside of Ski-Daddler as illustrated.

- Repeat procedure for opposite ski.

NOTE: Properly installed skis should toe out 0- to 1/2-inch at the front end and should be symmetrical about the centerline of the sled. If necessary, refer to paragraph Steering and Ski Assembly Alignment procedures.

Ski Damper Adjustment

To adjust the ski damper assemblies, remove the cotter pin (figure 1) and tighten or loosen the adjusting nut as required to achieve the desired tension. Replace cotter pin and repeat procedure on opposite ski assembly.

Install Windshield Assembly

- Disconnect hood harness at the quick disconnect.
- Remove hood assembly. Refer to Hood Removal and Installation procedure.
- Remove the screws (figure 2) securing the right- and left-hand mounting strips to the hood. Remove the mounting strips.



Figure 2

- Remove the protective plastic cover from the windshield. Place the windshield in position on the hood assembly. Replace the mounting strips as shown in figure 2.

- Using the original screws, loosely secure the mounting strips and windshield to the hood assembly starting at the center and working to the sides.

- Engage the ends of the mounting strips over the trim strip on the windshield and then tighten the screws, starting at the sides and working to the center. Remove the protective covering from the mounting strips. NOTE: Check mounting strips for sharp edges or corners. Use a fine-tooth file to smooth any sharp edges and corners.

IMPORTANT: Before replacing the hood assembly, check the steering column to insure that it is not too loose nor too tight. Adjust the bolts securing the steering column and U-straps at the roll bar and tachometer bracket as required to obtain the desired feel and to insure good steering response.

- Replace the hood assembly.

Fuel Mixture Instructions

WARNING

Never fill the gasoline tank while the engine is hot. Wipe off any spilled gasoline before attempting to start engine.

The correct oil-to-gasoline ratio is 20:1 (20 parts regular gasoline to 1 part oil). Too much oil will cause carbon deposits. Too little oil or a poor mix will cause insufficient lubrication and possible engine damage.

IMPORTANT: Gasoline and oil should be mixed at temperatures above zero. At temperatures below zero gas and oil mix with difficulty.

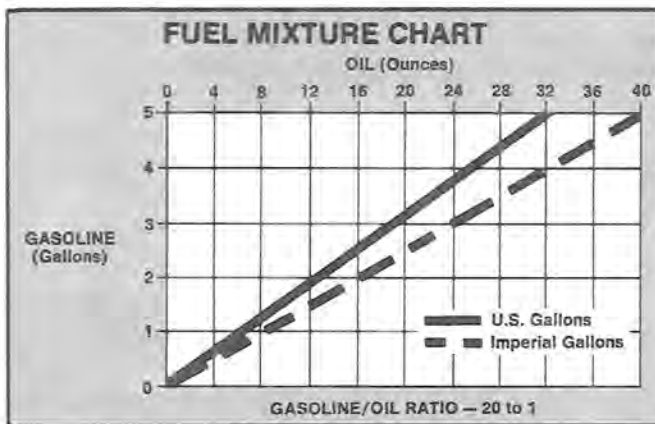
Fuels containing additives are not recommended for use in Ski-Daddler engines. For mixing with gasoline, use AMF Nondetergent oil, Citgo, Rislone or Kendall oil prepared exclusively for use in air-cooled, 2-cycle engines.

IMPORTANT: Some outboard motor oils contain an additive that works well in outboard motors that operate at much lower temperatures because they are water cooled. However, the additives may cause spark plug fouling in the air-cooled engines used on Ski-Daddler snowmobiles.

Use a mixture of gasoline and AMF oil as shown in the Fuel Mixture Chart. Never use gasoline left over from the summer or previous winter.

IMPORTANT: the new no-lead anti-pollution gasolines may contain additives that contribute to higher combustion temperatures and varnish formations that may cause engine seizing. Use only normal leaded regular and premium gasolines when mixing for use in the Ski-Daddler engines.

Mix the gasoline and oil thoroughly in a clean container kept for this purpose only. The best way to ensure a good mix is to pour the oil into a container with about one gallon of gasoline and mix thoroughly. Then add additional amounts of gasoline as shown on the Fuel Mixture Chart. Fill Ski-Daddler gas tank from this separate container of mixed fuel. Use a funnel with a fine-screen strainer when filling the tank.



Lubrication

A low-temperature grease must be applied to the zerk fittings located on the steering spindle tubes; after approximately each 20 hours of use. The chain case housing must be checked after each 10 hours of use and No. 2 lithium bearing grease added as required.

The bearing cup retainers that hold the drive and idler sprocket seal bearings should be repacked with No. 2 lithium bearing grease whenever the bearings are removed during normal maintenance. No. 2 lithium bearing grease may also be applied to the inside of the drive and idler sprocket bearing retainers during normal maintenance.

No. 2 lithium bearing grease may also be applied as required to the wearplates and U-straps securing the steering column tachometer bracket to the roll bar.

SERVICE AND REPAIR

Hood Removal and Installation

- To remove the hood assembly, release the hood latch assemblies and remove the hood assembly by lifting rear portion first.
- To install the hood assembly, place the hood in position on the sled so that the forward hood clip and the bottom edge of the hood engages the clips along the inside edge of the bumper.
- Engage the left- and right-hand latch assemblies and insert safety pins to secure the hood to the main frame.

Hood Assembly Repair

AMF Fiberglass Repair Kits are available through your authorized AMF Dealer. For large repairs, order AMF Fiberglass Repair Kit No. 1510693. Smaller repairs can be made with Repair Kit No. 1510765. Paint all repaired areas on the hood using AMF-Orange color paint available in easy-to-use spray container, AMF Part No. 1510828. Follow the instructions in the kit when making repairs.

Steering and Ski Assembly Alignment

Good steering ability requires that the skis be properly set and aligned with the sled body when the steering handle is placed in the straight-ahead position. Remove any play in the skis by pulling the skis toward the center of sled before taking measurements. To determine that the skis are properly aligned, measure the distance between the inside edges of the skis at the front end and at the rear.

Properly aligned skis should toe out 0- to 1/2-inch maximum at the front. If the skis or steering mechanism are not properly set, adjust as follows:

- Place steering handle in a straight-ahead position.
- Remove the hood assembly. Refer to Hood Removal and Installation.
- Remove the bolt (1, figure 3), two spacers (2), bottom spacer and locknut securing the rod end bearing (3) to the spindle arm (6).
- Loosen the jam nut (4) securing the rod end bearing (3) to the tie rod (5).

- Move the affected ski into proper alignment and recheck measuring points to insure that the skis toe out 0- to 1/2-inch maximum at the front end and are in the same orientation with the sled body as shown in figure 2.

NOTE: If both skis need adjustment, repeat procedure for the opposite ski.

- With skis properly set and steering handle in the straight-ahead position, rotate rod end bearing (3, figure 3) as required to bring rod end bearing in line with the spindle arm (6).

- Secure rod end bearing (3) to spindle arm (6) as illustrated. Check for proper alignment and then tighten jam nut (4) to secure rod end bearing.

NOTE: If a greater adjustment is required than that permitted by the steering linkage assembly, it will be necessary to align the ski by making the adjustment at the spindle tube assembly as follows:

- Remove screw (5, figure 4) and locknut (6) securing spindle tube assembly (7) to spindle arm (8).

- Remove spindle arm (8) and rotate ski and spindle one notch in the required direction; replace and secure spindle arm to the spindle. Apply 20 foot-pounds torque to the locknut (6).

- Recheck the skis for proper toe out and alignment as previously described.

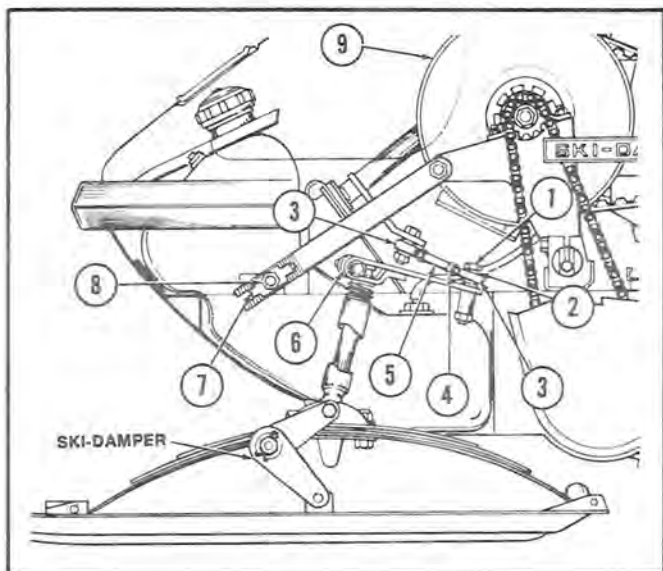


Figure 3

NOTE: Ski-damper adjustment is not normally required during ski-alignment procedures. However, if adjustment is desired, tighten or loosen the adjusting nut shown in figure 1 as required to obtain the desired tension.

To Remove Drive Chain

- Remove the hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect spark plug wires before working on the engine or drive elements.

- Remove the locknut securing the chain cover top and remove chain cover top and spacer sleeve.

- Loosen the bolts (1, figure 4) on both cam uprights (2) and rotate the cam and shaft (3) as required to loosen the chain tension. During reassembly, apply 30 foot-pounds torque to the bolt (1).

- Remove the cotter pin, slotted nut and washer securing the top sprocket to the driven clutch shaft. Remove the top sprocket and chain together.

- Reassembly is the reverse of removal. Perform drive chain adjustment procedures and add No. 2 lithium bearing grease as required to the chain case.

Drive Chain Adjustment

A properly adjusted drive chain (figure 4) should have a 1/8- to 1/4-inch slack. Check and adjust chain as follows:

- Remove the locknut securing the chain cover top and remove chain cover top and spacer sleeve.

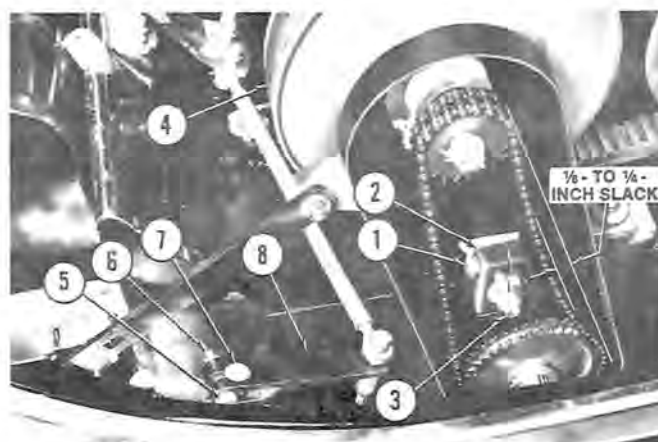


Figure 4

- Rotate the upper sprocket to tension one side of the chain and then check the opposite side for proper slack. If adjustment is required, loosen the bolts (1) securing the cam uprights (2) on each side. During reassembly, apply 30 foot-pounds torque to the bolts (1).

- Rotate the cam (3) counterclockwise to tighten or until the chain is properly tensioned. Hold the cam in this position while tightening the cam upright bolts (1) on each side. Be certain the lateral alignment between the drive clutch and the driven clutch (4) is maintained while the cam upright bolts are tightened.

- Recheck chain tension before replacing the chain cover, top and spacer sleeve.

To Remove Variable-Speed Drive Belt

- Remove the drive chain. Refer to paragraph To Remove Drive Chain.

- Remove the clutch guard assembly.

- Loosen the locknut (8, figure 3) and serrated washer (7). During reassembly, apply 10 foot-pounds torque to the locknut (8).

- Push the driven clutch toward the drive clutch to permit removal of the variable-speed drive belt from the drive clutch. If necessary the drive belt can be removed from the drive clutch after the driven clutch is removed from the bearing clamps.

- Remove the locknuts (7, figure 6) securing the bearing clamps (8) and remove the bearing clamps. During reassembly, apply 5 foot-pounds torque to the locknuts (7).

- Lift the driven clutch and drive belt clear of the brake assembly and remove the variable-speed drive belt.

- Install replacement drive belt. Use AMF Part No. 37880 on Models SD15M26B and SD15M28B;

NOTE: Variable-speed drive belt installation procedures are the reverse of removal except that the belt must first be placed around the driven clutch and then around the drive clutch. After installation, perform the drive chain adjustment, variable-speed belt adjustment and the drive clutch alignment procedures.

Variable-Speed Drive Belt Adjustment

Proper drive belt tension is obtained when opposite sides of the belt can be squeezed between the drive clutches to 2-3/4 to 3-1/4 inches as measured between the top and bottom outside surface of the belt.

Measurement must be taken as close to the drive clutch flanges as possible. Be certain the driven clutch does not open when belt is squeezed.

IMPORTANT: Do not use antislip belt dressing. Belt slippage is a safety feature which prevents overstressing drive-system components.

- To adjust drive belt tension, loosen the locknut (8, figure 3) securing the clutch rod tensioner to the main frame assembly.

NOTE: If the drive belt is wearing unevenly, check alignment as described in Drive Clutch Alignment procedures.

- Move the driven clutch (9) in the direction required to obtain proper belt tension. Hold this position while tightening the locknut to secure the clutch rod tensioner. Be certain the washer (7) and bar serrations are properly engaged. Apply 10 foot-pounds torque to the locknut (8).

To Remove Drive Clutch

- Remove the hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect spark plug wires before working on the engine or drive elements.

- Remove the clutch guard assembly.

- Loosen the locknut (8, figure 3) and serrated washer (7) securing the clutch rod tensioner to the main frame. During reassembly, apply 10 foot-pounds torque to the locknut (8).

- Push the driven clutch toward the drive clutch to permit removal of the variable-speed drive belt from the drive clutch. If necessary remove belt after drive clutch is removed from engine.

- To remove the drive clutch, remove the clutch adapter bolt and washer. If necessary, use a clutch puller and remove the drive clutch. NOTE: During reassembly apply 50 to 60 foot-pounds torque to the clutch bolt.

- Reassembly is the reverse of removal. Perform variable-speed drive belt adjustment and drive clutch alignment procedures.

Drive Clutch Alignment

- Remove the hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect spark plug wires before working on the engine or drive elements.

- Remove the clutch guard.
- Loosen the engine holddown nuts (figure 5) securing the engine supports to engine mount straps.
- Place a straightedge on the fixed face of the drive clutch and move the engine until the offset between the straightedge and the front and rear edges of the driven clutch is set to the A dimension as shown in figure 5. Rotate driven clutch 90 degrees and repeat procedure.

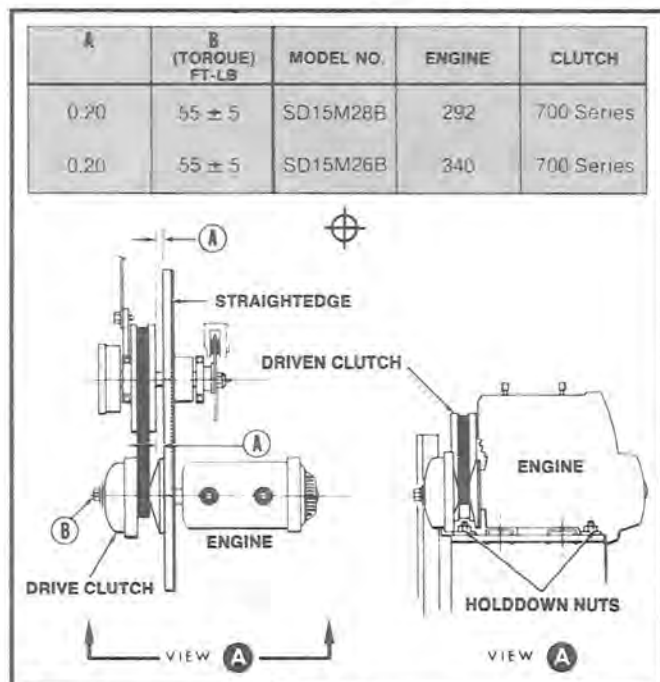


Figure 5

- Tighten engine holddown nuts and recheck alignment. Apply 25 foot-pounds torque when tightening the engine holddown nuts.

To Remove Driven Clutch

NOTE: The procedures required to remove the driven clutch are the same as those described in paragraph To Remove Variable-Speed Drive Belt.

To Remove Brake Assembly

- Remove hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect the spark plug wires before working on the engine or drive elements.

- Disconnect brake cable and housing (3, figure 6) at brake mounting bracket and at brake actuating lever.
- Remove the bolts and lockwashers securing the mounting bracket to the driven clutch mounting.
- Remove the brake assembly.
- Installation procedures are the reverse of removal. Refer to Brake Adjustment procedures.

Brake Adjustment

- To adjust the brake pads (5, figure 6) to the disk (1), remove the cotter pin (2) and tighten or loosen the castle nut (4) as required to permit the brake pads (5) to just clear the brake disk. Reinstall the cotter pin.

- To adjust for excessive play in brake cable or lever position, loosen jam nuts (6) and move brake housing (3) as required. Tighten jam nuts.

Check brake action after each adjustment to insure proper brake operation. If necessary apply loctite antiseize lubricant to the actuating cam lever (9, figure 6) and the steel pins (10) as follows:

- Remove the cotter pin (2) and the castle nut (4). Remove the actuating cam lever (9) and apply lubricant to the cam lever surface that contacts the pins (10). Remove the pins and apply lubricant to the pins. Reassemble the cam lever and pins.

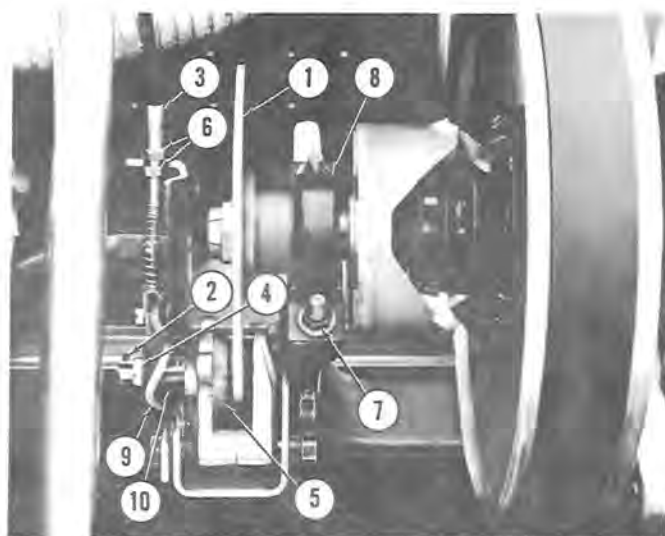


Figure 6

WARNING

Do not allow antiseize lubricant to contact the brake pads (5, figure 6) or disk (1). To do so will result in brake slippage.

To Remove Carburetor

- Remove the locknut securing the throttle rod screw to the carburetor linkage. Remove the throttle rod screw and jam nuts.
- Remove the screws securing the ram tube to the carburetor and remove the ram tube.
- Disconnect the fuel lines at the carburetor. Wipe up any spilled gasoline immediately. Be certain to note the position of the gas line and impulse lines to insure proper reassembly.
- Remove the jam nuts and lockwashers securing the carburetor to the intake manifold and remove the carburetor.
- Remove the gasket. Do not damage the gasket if required for reassembly. NOTE: Replacement carburetors are supplied with a new gasket.
- Installation is the reverse of removal. Adjust the carburetor as described in the Carburetor Adjustment procedures.

Carburetor Adjustments

When adjusting the carburetor, best results will be obtained if the adjustments are made on a warm engine. During carburetor adjustments, **DO NOT FORCE ADJUSTMENT SCREWS INTO SEATS.**

- **TO ADJUST CARBURETOR** — Close the high-speed jet (DO NOT FORCE). Then open the high-speed jet (figure 7) to the settings shown on the carburetor settings chart for the particular engine (see figure 8).

CAUTION

The engine can be seriously damaged if operated with a lean gas mixture (high-speed jet turned in too far).

- Turn the low-speed jet (idle-mixture screw) shown in figure 7 all the way in (DO NOT FORCE), then open as shown in figure 8 for the particular engine. This adjustment controls the mixture at idling speeds. A lean idle mixture will result in poor acceleration.

Keep the idle speed slower than the clutch engaging speed by adjusting the idle-speed screw. NOTE: Do not use the low-speed jet to adjust for idle speed.

NOTE: Figure 7 shows a throttle-wire. If the throttle plate fails to open completely when the throttle control lever is depressed, loosen the throttle-wire adjustment screw and readjust the wire as required to ensure that the throttle opens fully and returns freely.

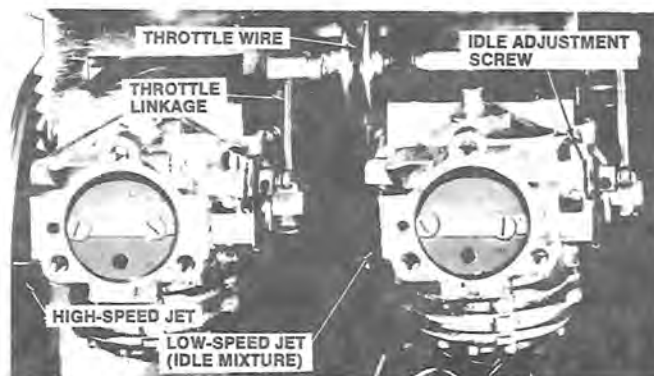


Figure 7

CARBURETOR SETTINGS CHART

MODEL NO.	SERIES CLASSIFICATION	ENGINE	HIGH-SPEED JET	LOW-SPEED JET
SD15M28B	XX-1300	292	$1 + \frac{1}{8}$ - 0 Open	$1 - \frac{1}{8} + \frac{1}{8}$ - 0 Open
SD15M26B	XX-1340	340	$1 + \frac{1}{8}$ - 0 Open	$1 - \frac{1}{8} + \frac{1}{8}$ - 0 Open

The above carburetor settings are for factory stock engines, exhaust systems, carburetion and various altitudes may require different settings for satisfactory operation.

Figure 8

To Remove Engine

- Remove the hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect the spark plug wires before working on the engine or drive elements.

- Remove the drive clutch. Refer to paragraph To Remove Drive Clutch.

NOTE: The Illustrated Parts List section of this manual contains detailed exploded views of the engine and support assemblies which will be helpful if referred to during engine removal procedures. For engine maintenance instruction, refer to the engine manual supplied with each sled.

- Remove the capscrews and washers securing the carburetor heat shield to the intake manifold and remove the heat shield.

- Disconnect the gas lines at the carburetors. Disconnect impulse lines at the engine. Wipe up any spilled gasoline immediately. Note the position of all lines to insure proper reassembly.

- Remove the capscrews and spring lockwashers securing the left- and right-hand intake manifold to the engine. Remove the intake manifolds, carburetors and ram tubes as a unit.

- Remove the engine-to-manifold gasket if required for reassembly. NOTE: New, replacement engines are supplied with new engine-to-manifold gaskets.

- Remove the heat shield attached to the roll bar and main frame between the engine and the muffler.

- Disconnect the engine wiring harness and loosen or remove all wiring holddown clips. Disconnect the ground lead.

- Remove the locknuts, washers, rubber spacers and bushings securing the engine and engine mounting straps to the main frame. NOTE: The carriage bolts are held in position with Tinnerman nuts and need not be removed. Do not remove the shockmounts unless it is necessary to replace them. During reassembly, tighten the locknuts sufficiently to allow a 5/16-inch clearance between bottom of the shock mount and top surface of the main frame.

IMPORTANT: Be certain all wiring and gasoline lines are clear before attempting to remove the engine.

- Lift the engine and engine mounting straps until the straps are clear of the carriage bolts and remove the engine and straps as a unit.

- Release the exhaust manifold at the engine. Refer to paragraph To Remove Muffler.

- Remove the bolt and washers securing the engine to the engine mounting plate and remove the engine. During reassembly, apply loc-tite to the bolt threads and tighten bolts to 18 foot-pounds torque.

- Installation is the reverse of removal.

To Remove Gas Tank

- Remove the hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect spark plug wires before working on the engine or drive elements.

- Check gas cap and indicator assembly to be certain tank is empty, or nearly empty.
- Remove the gas cap and indicator assembly (1, figure 9).
- Remove the bolts (3) and washers securing the gas spill chute (2) to the main frame and remove the gas spill chute.
- Disconnect the tank-to-carburetor gas lines (6) at the gas tank outlet fitting (5). Wipe up any spilled gasoline immediately.
- Remove the gas tank (4) by carefully sliding the tank up and away from main frame. **IMPORTANT:** Do not damage the gas tank outlet (5) when removing the tank.

CAUTION

Do not attempt to make any repairs to the gas tank. Use extreme care when removing the gas tank. Do not remove tank near flame or open fire.

- Gas tank installation procedures are the reverse of removal. **NOTE:** If the original tank is not to be installed, it will be necessary to remove the gas tank outlet (5) and the attached gas line filter; also the pressure relief valve (7). These items are to be installed on the replacement tank.

To Remove Muffler

- Remove the hood assembly. Refer to Hood Removal and Installation.

CAUTION

Always disconnect the spark plug wires before working on the engine or drive elements.

- Loosen the clamp securing the muffler to the dual-exhaust manifold.

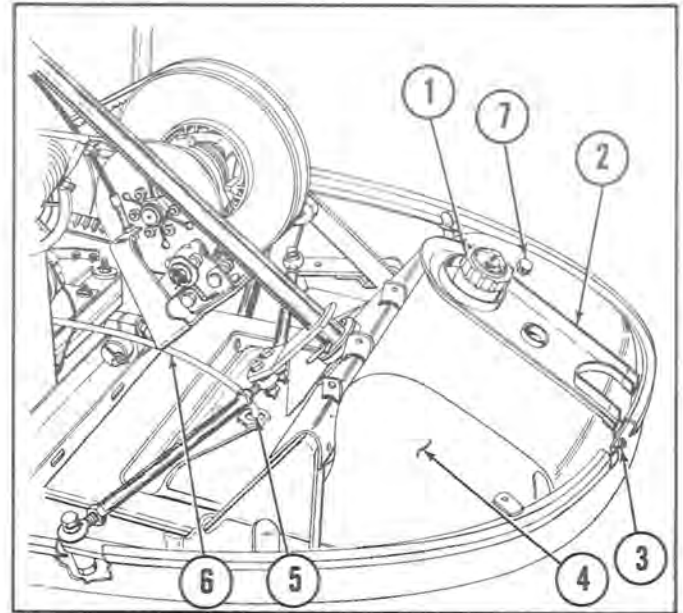


Figure 9

- Loosen the bolt and nut securing the muffler to the mounting band assembly. Remove the muffler.
- Installation procedures are the reverse of removal.

To Remove Sprocket Seals and Bearings

- Sprocket seals and bearings are located on each end of the drive sprocket assembly drive shaft. To replace the seals or bearings it will be necessary to remove the drive sprocket assembly as described in the following paragraph.

To Remove Drive Sprocket Assembly

- Remove the hood assembly and set the machine on its right-hand side.

CAUTION

Always disconnect spark plug wires before working on the engine or drive elements.

- Remove the suspension assembly. Refer to paragraph To Remove Suspension Assembly.

- Remove the lower sprocket from the drive sprocket shaft and remove the sprocket and chain as described in paragraph To Remove Drive Chain.

- Using a screw driver, carefully pry the oil seals (figure 10) away from the bearings at each end of the drive shaft.

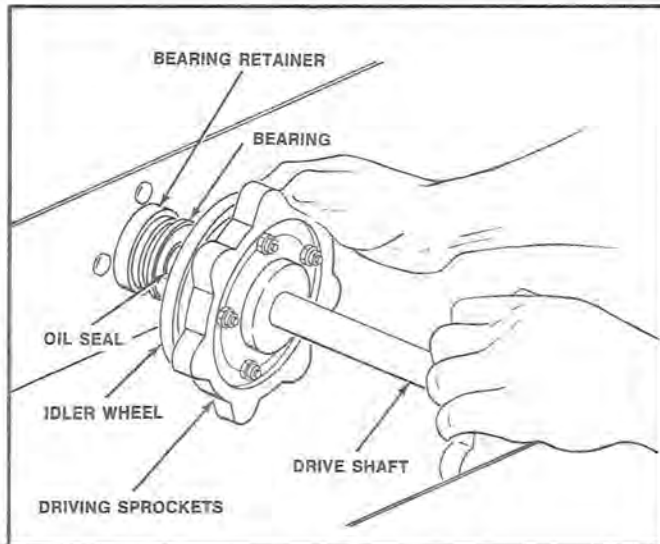


Figure 10

- Remove the carriage bolts and nuts securing the bearing retainers to each side of the main frame. Remove the retainers. During reassembly apply No. 2 lithium bearing grease to the bearing retainers.

- Move the drive shaft and sprocket assembly toward the chain side until the opposite end of the shaft clears the other side. Remove the drive sprocket assembly. NOTE: With the removal of the drive sprocket assembly, the traction belt will also be free for removal.

- To replace the sprockets, remove the ball bearing, grease seal, collar and idler wheel. Remove the screws and nuts securing the support plate and sprocket to the drive shaft and sprocket plate assembly. Remove the sprocket.

- Reassembly is the reverse of removal. During reassembly follow instructions outlined in the paragraphs Traction Belt Tension Adjustment, Traction Belt Alignment and Drive Chain Adjustment.

To Remove Suspension Assembly

- Remove the hood assembly and set the machine on its right-hand side.

CAUTION

Always disconnect spark plug wires before working on the engine or drive elements.

- Remove the screws (figure 11) and lockwashers securing the back end of the suspension assembly to main frame.

- Pivot the suspension assembly and traction belt about the front axle to approximately 90-degrees.

- Remove screws and lockwashers securing the suspension assembly to the front end of the main frame and remove the suspension assembly.

- Installation is the reverse of removal. During reassembly, follow the instructions outlined in paragraphs Traction Belt Tension Adjustment, Traction Belt Alignment and Suspension System Adjustment.

To Remove Traction Belt

To remove or replace the traction belt it is necessary to first remove the suspension assembly and then the drive sprocket assembly. Refer to the applicable paragraphs for removal procedures.

IMPORTANT: When installing the traction belt, follow the instructions outlined in paragraphs Traction Belt Tension Adjustment, Traction Belt Alignment and also recheck Suspension System Adjustment.

Traction Belt Adjustment

IMPORTANT: The traction belt must be checked regularly for proper alignment and tension. When necessary to adjust the belt, first perform the traction belt alignment and then complete the traction tension adjustment.

Traction Belt Alignment

- Set the snowmobile on a level surface and raise the back end.

- Stand to the rear of sled and visually check the space between the slide rail and the edges of the track. NOTE: On a properly aligned track this space should be the same. Start the engine and again visually check to be certain the track remains centered while the track is running.

- If the track is not centered, stop the engine and on that side where the edge of the track is closest to the slide rail, rotate the adjusting screw (figure 11) until track is centered. Pull the track for a few revolutions and then start the engine and recheck alignment. Stop the engine and lock the adjustment screw in this position.

- After track alignment is complete, check track tension as described in the following paragraph.

Traction Belt Tension Adjustment

- Set the snowmobile on a clean, flat surface and raise the back end of the sled.

- Check traction belt tension by firmly pulling the track downward at the center of the track. A properly tensioned track should have a 1- to 1-1/2-inch clearance between the plastic runner and the track cleats at the approximate bottom center of the track. **NOTE:** Do not attempt this with the engine running. Traction belt cleats are sharp and must be handled carefully.

- If adjustment is necessary, loosen the locknuts (figure 11) on each side of the sled and rotate the adjusting screws as required to obtain proper track tension. **IMPORTANT:** Adjust both screws equally so as not to disturb the track alignment. Retighten the locknuts on both sides of the snowmobile.

CAUTION

Never run the engine inside a building without first opening all doors and windows to insure proper ventilation.

- Raise the back end of the snowmobile until the track clears the ground. Start the engine and allow the track to rotate several turns. Then, stop the engine and repeat the track tension adjustment procedure to ensure that proper tension is maintained.

Suspension System Adjustment

The suspension system may be adjusted for a soft or firm ride, or for varying snow conditions. If a firmer ride is desired, adjust the jamnuts (figure 11) to tighten the eyebolts located on each side of the track. Loosen the eyebolts if a softer ride is desired. Adjust front or rear sets of eyebolts equally.

Spark Plug Replacement

To maintain top engine performance the condition of the spark plugs should be checked periodically and the gap reset to 0.020-inch using a wire gauge. During reassembly apply 18 to 20 foot-pounds torque.

Spark plug condition may be determined by the color. A carbonized plug is black; a burnt plug is pale gray, whereas a normal functioning spark plug is brown.

When replacing spark plugs, use AMF-approved spark plugs to insure proper spark plug heat ranges for a particular engine. **NOTE:** The Spark Plug Chart is provided to identify spark plugs for light or severe service.

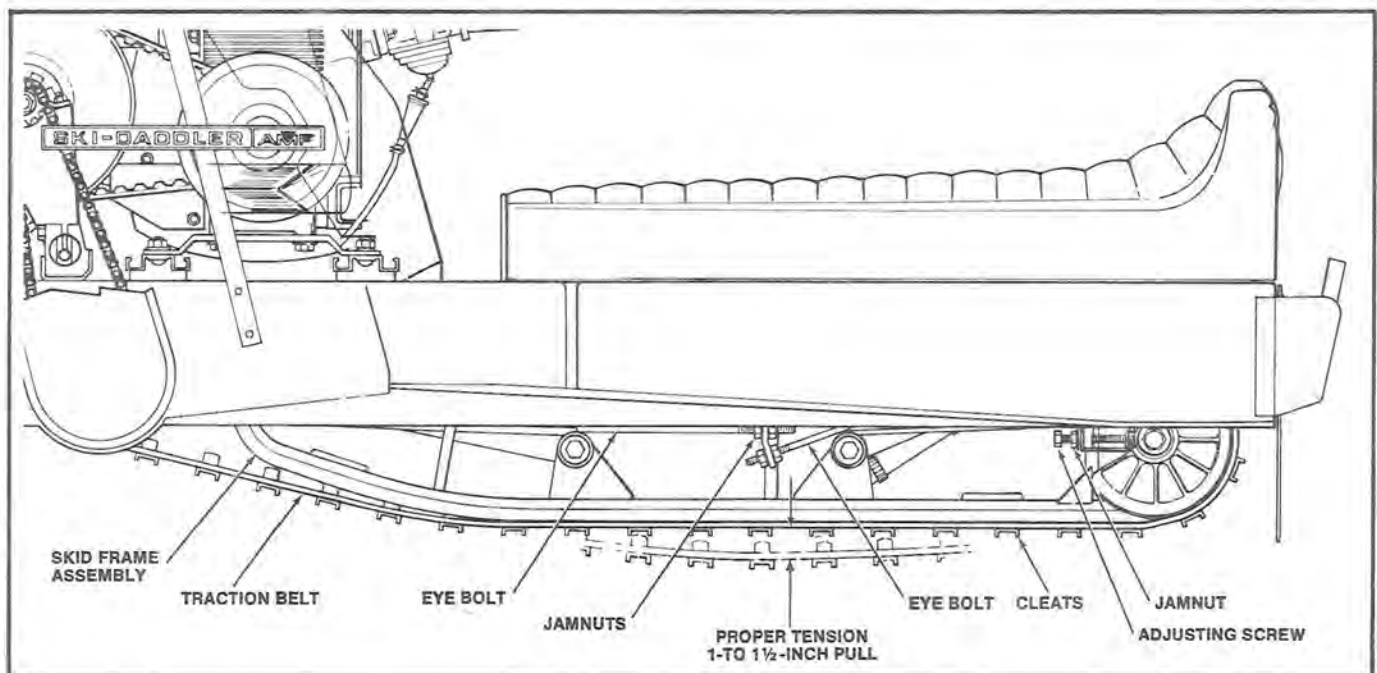
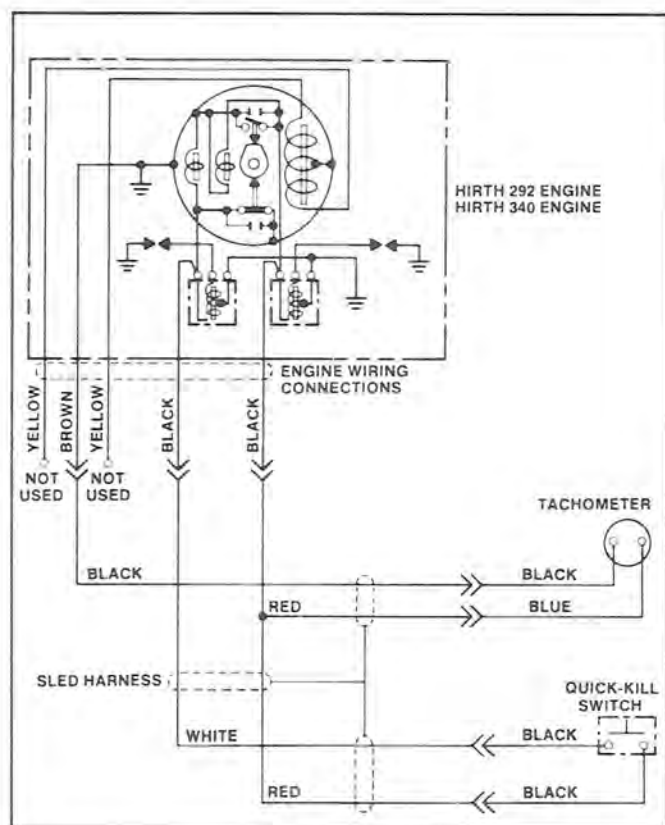


Figure 11

SPARK PLUG CHART

MODEL NUMBER	ENGINE	LIGHT SERVICE	SEVERE SERVICE
SD15M28B (XX-1300)	292	38058 (N60 or *41XL)	38068 (N57 or 41XC)
SD15M26B (XX-1340)	340	38058 (N60 or *41XL)	38068 (N57 or 41 XC)

*Optional


Figure 12

Wiring Diagrams

The electrical wiring diagram (figure 12) is provided for the trained technicians using this manual.

Troubleshooting

ENGINE HARD TO START. Fuel line blocked or leaking; ruptured fuel-pump diaphragm; water in fuel, flooded or loose impulse line; ignition or switch wiring loose or grounded; spark plug(s) fouled or faulty; contact breaker points pitted or burned; quick-kill switch in off position.

ENGINE STOPS. Fuel tank empty; fuel flow obstructed; ignition system faulty. Spark plug(s) fouled or dirty. Engine too hot and pistons seizing; carburetor setting too lean or incorrect grade of oil being used, impulse line loose.

ENGINE OPERATES IRREGULARLY. Spark plug(s) loose, fouled or faulty; ignition switch wiring shorted; carburetor out of adjustment or dirty. Engine holddown bolts loose; ignition timing off.

ENGINE WORKING FOUR-STROKE. Choke shut; carburetor settings incorrect; dirt preventing carburetor inlet needles from seating properly.

ENGINE LOSES POWER. Poor compression due to loose head and crankcase bolts. Faulty ignition; timing; piston rings sticking due to the use of improper oil. Carbon deposits in cylinder.

ENGINE BACKFIRES THROUGH CARBURETORS. Carburetor fuel-supply channel clogged. Carburetor set too lean.

ENGINE BACKFIRES THROUGH EXHAUST. Incorrect or faulty spark plug(s); faulty ignition coil or condenser; loose ignition wiring.

ENGINE OVERHEATS. Insufficient or incorrect grade oil in fuel mixture; carburetor or fuel line partly clogged; carburetor setting too lean; ignition timing too slow.

BRAKES. Excessive play in handbrake due to loose brake cable or worn pads.

TRACTION BELT. Poor traction; check traction belt for alignment and tension; worn sprockets.

CLUTCH. Automatic clutch fails to engage at proper RPM's (see figure 13). Check variable-speed drive belt for proper tension and alignment.

CLUTCH ENGAGEMENT SPEEDS		
CLASS	ENGINE	ENGINE RPM
XX-1300	292	4300 \pm 300
XX-1340	340	4300 \pm 300

Figure 13

EXCESSIVE FUEL CONSUMPTION. Carburetor fuel line or gas tank leaking; choke closed; incorrect carburetor setting.

SKI ASSEMBLY. Poor steering ability due to loose skis; worn wear rod. Poor riding characteristics due to loose or defective ski-dampers.

STEERING. Poor steering ability caused by improperly adjusted skis; steering linkage loose or out of adjustment. U-bracket bolts on roll bar too tight or too loose. Spring, U-bracket loose.

THROTTLE CONTROL. Excessive play in throttle control lever caused by loose throttle control cable.

ILLUSTRATED PARTS LIST

This section of the dealer's manual consists of an illustrated parts list and a numerical index.

PARTS LIST

The parts-list consists essentially of exploded-view illustrations keyed to the figure-reference column by index numbers. The Parts List is arranged in the following columns:

Figure-and-Index Number. The number preceding the dash refers to the figure number on which the item is shown. The number following the dash is the index number keyed to the item shown on the exploded view.

Part Number. The part number column identifies the item by its assigned part number.

Description. The description column identifies the part with descriptive nomenclature.

Quantity. This column provides the total number of items required per assembly.

Model Code. This column identifies, by code letter, the Ski-Daddler models for which the part applies. The following lists the code-to-model relationship:

<u>Model</u>	<u>Code</u>
SD15M28B	A
SD15M26B	B

Where no code letter appears in the code column, the part is used on all models to which the particular figure applies.

All model codes will be listed at the bottom of each parts list page to provide a ready reference.

NUMERICAL INDEX

The numerical index is provided to afford dealers and distributors with a means of determining to which models their stock applies. The index consists of the following three columns:

Part-Number Column. The part-number column tabulates all parts called out in the parts list. The part numbers are listed in numerical order starting with the first digit in the number.

Index-Number Column. The index-number column reflects the figure-and-index number of the part within the Parts List. The number preceding the dash refers to the figure number on which the item is shown. The number following the dash locates the item within the given figure.

Quantity Column. The quantity column reflects the total number of parts required for the particular figure-and-index-number application. In certain cases, quantities differ between sled models. This circumstance is covered by providing the larger quantity for the particular figure-and-index number. In referring to the given figure-and-index number in the parts-list section, the proper quantity per sled may be determined.

Addendum. Numbers added.

Figure & Index Number	Part Number	Description	Qty	Model Code
1-	1003106	SKI-DADDLER, Model No. SD15M28B	1	A
	1003107	SKI-DADDLER, Model No. SD15M26B	1	B
-1	1003525	WINDSHIELD, 15-Inch	1	
-2	1003280	HOOD ASSEMBLY (See figure 2)	1	
-3	1003461	BUMPER ASSEMBLY, RH (See figure 2)	1	
-4	1003462	BUMPER ASSEMBLY, LH (See figure 2)	1	
-5	9415426	SCREW, Truss HD, 1/4-28 by 1-1/2 IN. LG.	4	
-6	33808	WASHER, Formed	4	
-7	9000123	LOCKNUT, 1/4-28 THD	4	
-8	181648	SCREW, HEX HD, 3/8-24 by 2 IN. LG	2	
-9	120394	WASHER, Plain, 13/32 ID	4	
-10	9000125	LOCKNUT, 3/8-24 THD	2	
-11	1003605	SKI AND SPRING ASSEMBLY, RH (See figure 3)	1	
-12	1003606	SKI AND SPRING ASSEMBLY, LH (See figure 3)	1	
-13	1003270	SEAT ASSEMBLY (See figure 4)	1	
-14	1003502	MUD FLAP, 15-Inch	1	
-15	436752	SCREW, PAN HD, 10-32 by 3/4 IN. LG	4	
-16	1003366	STRAP, 15-Inch	1	
-17	9000122	LOCKNUT, 10-32 THD	4	
-18	1003353	CLUTCH GUARD AND DECAL ASSEMBLY	1	
-19	1003316	DECAL, Safety	1	
-20	1002471	STRAP, Clutch guard	1	
-21	181577	BOLT, HEX HD, 1/4-28 by 1-3/4 IN. LG	2	
-22	181566	BOLT, HEX HD, 1/4-28 by 3/4 IN. LG	1	
-23	147579	WASHER, 1/4 ID	4	
-24	9000123	LOCKNUT, 1/4-28 THD	3	
-25	1003291	ENGINE AND SUPPORT ASSEMBLY (See figure 5)	1	A
	1003290	ENGINE AND SUPPORT ASSEMBLY (See figure 5)	1	B
-26	33768	SHOCK MOUNT	4	
-27	9000324	BOLT, Carriage, 3/8-24 by 2-1/4 IN. LG	4	
-28	32532	NUT	4	
-29	32528	BUSHING	4	
-30	33769	SPACER, Rubber	4	
-31	37595	WASHER	4	
-32	9000125	LOCKNUT, 3/8-24 THD	4	
-33	1003577	HEAT SHIELD	1	
-34	37345	SUPPORT, Heat shield	2	
-35	9000302	SCREW, Truss HD, 1/4-28 by 5/8 IN. LG	4	
-36	120392	WASHER, Plain, 1/4 ID	4	
-37	9000123	LOCKNUT, 1/4-28 THD	4	
-38	1003289	SLED HARNESS	1	
-39	2791	CLIP	1	
-40	1003371	TRACK ASSEMBLY	1	

A - SD15M28B

B - SD15M26B

Figure 1

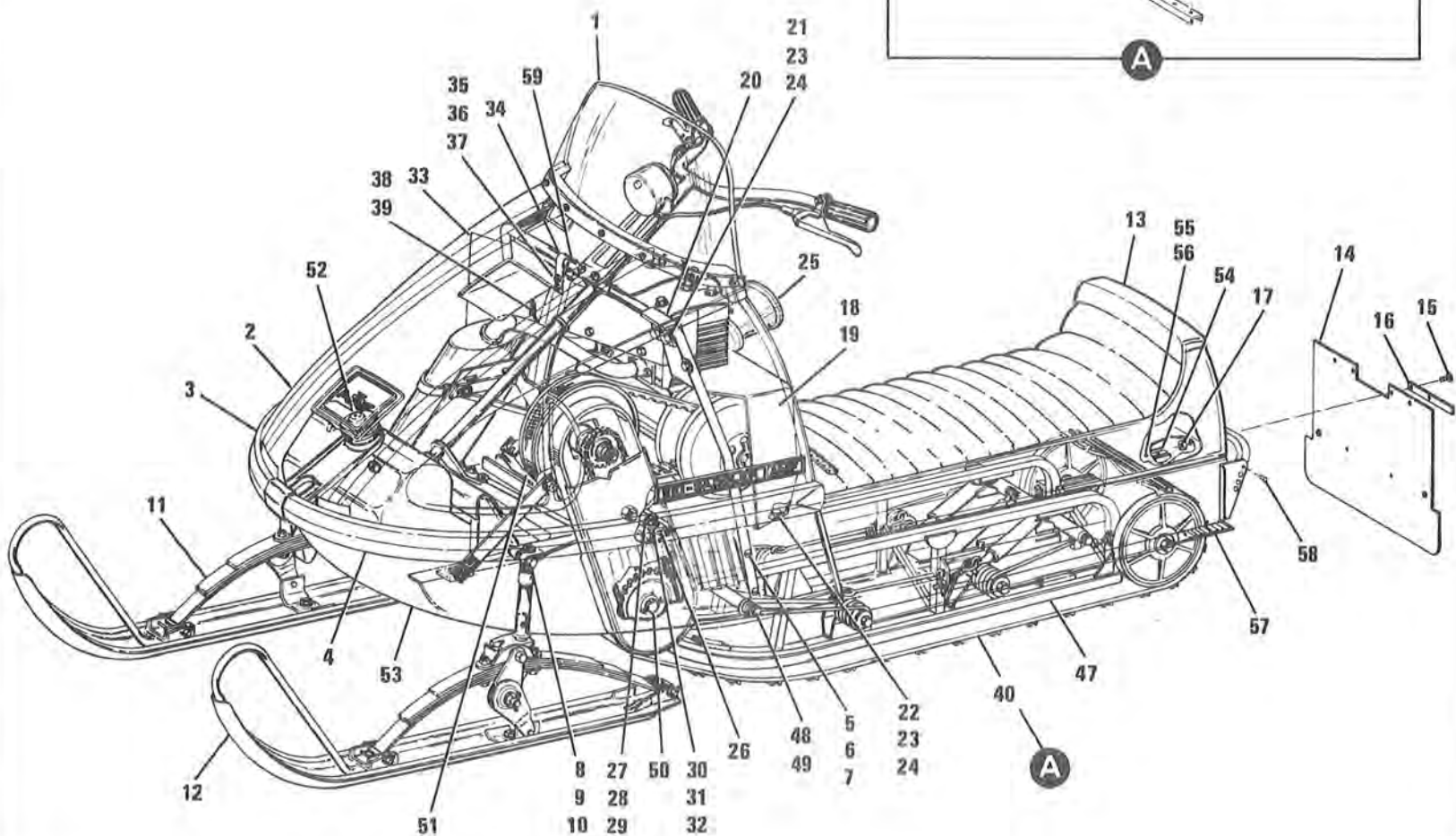


Figure & Index Number	Part Number	Description	Qty	Model Code
1-41	1002803	GUIDE	21	A B
-42	9000828	RIVET, 3/16 DIA by 0.652 IN. LG	42	
-43	1002808	CLEAT	41	
-44	9000827	RIVET, 3/16 DIA by 0.527 IN. LG	368	
-45	1003434	BELT, Track, 3-Inch	2	
-46	1003433	BELT, Track, 6-Inch	1	
-47	1003597	SUSPENSION ASSEMBLY (See figure 6)	1	
-48	181637	BOLT, HEX, 3/8-24 by 1 IN. LG	4	
-49	131099	LOCKWASHER, 3/8 ID	4	
-50	1003730	SPROCKET ASSEMBLY, Drive (See figure 7)	1	
-51	1003491	DRIVEN CLUTCH AND MOUNTING ASSEMBLY (See figure 7)	1	
	1003492	DRIVEN CLUTCH AND MOUNTING ASSEMBLY (See figure 7)	1	
-52	37683	GAS CAP ASSEMBLY, Tank (See figure 8)	1	
-53	1003272	MAIN FRAME ASSEMBLY	1	
-54	1002642	BODY STRIP, Wear	2	
-55	9000823	POP RIVET	31	
-56	446143	WASHER, 3/16 IN. ID	20	
-57	30697	FOOT PAD, LH	1	
	30696	FOOT PAD, RH	1	
-58	9000829	POP RIVET	272	
-59	37389	CABLE TIE	2	
-60	*1003274	INSTRUCTION MANUAL ASSEMBLY (Not illustrated)	1	A
	1003275	INSTRUCTION MANUAL ASSEMBLY (Not illustrated)	1	B
-61	*37926	PARTS BAG ASSEMBLY, Engine (Not illustrated)	1	

A - SD15M28B *Item 60, Instruction Manual Assembly contains Ski-Daddler documentation. Not shown.

B - SD15M26B *Item 61, Contains metric tools for engine maintenance. Not shown.

Figure 2

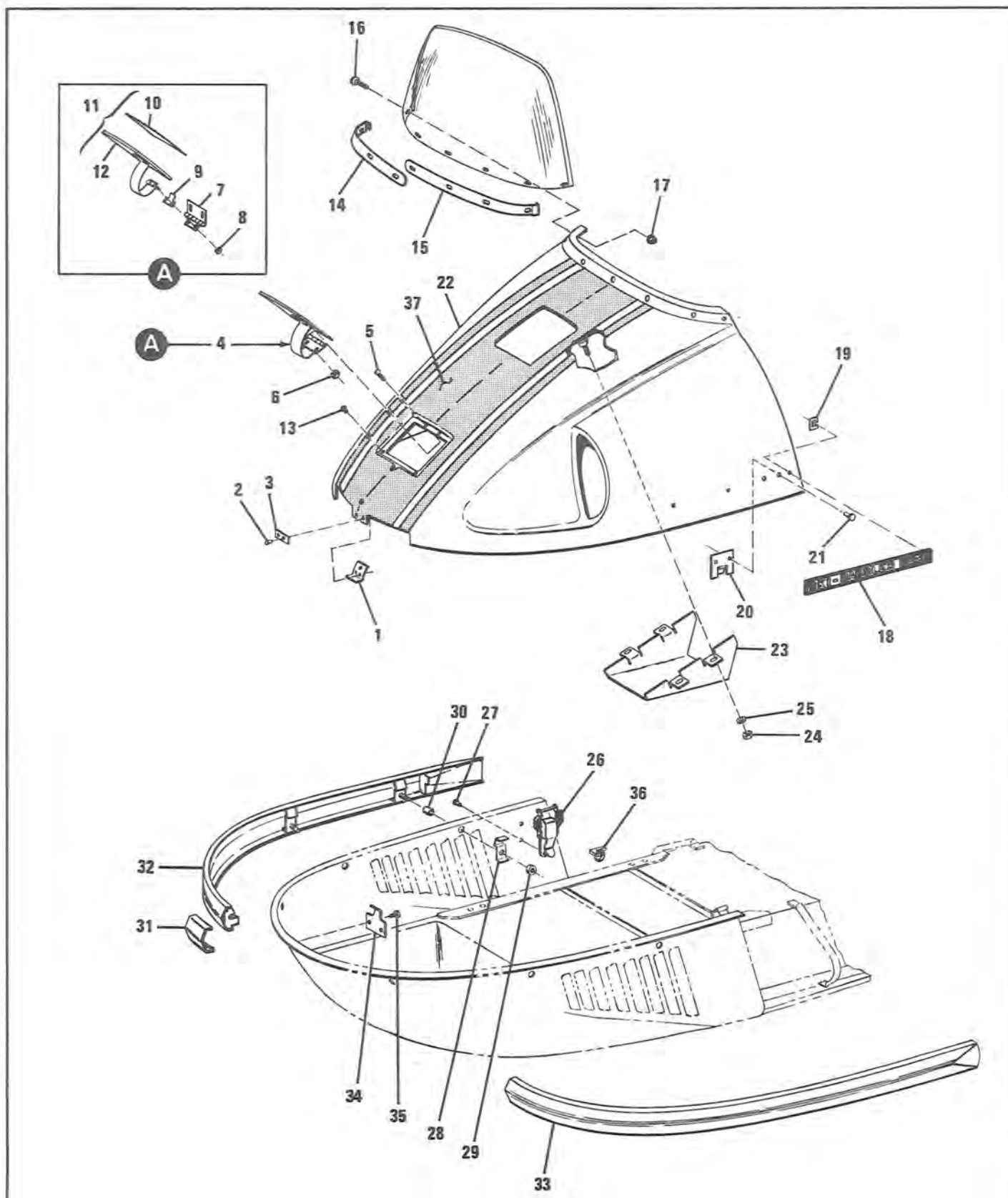


Figure & Index Number	Part Number	Description	Qty	Model Code
2-	1003280	HOOD ASSEMBLY (See figure 1)	REF	AB
-1	34984	CLIP, Hood	1	
-2	34271	RIVET	3	
-3	37045	PLATE, Hood	1	
-4	1003511	GAS LID AND HINGE ASSEMBLY	1	
-5	132908	SCREW, RD HD, 10-32 THD by 1/2 IN. LG	2	
-6	9000122	LOCKNUT, 10-32 THD	2	
-7	37006	HINGE ASSEMBLY	1	
-8	9000122	LOCKNUT, 10-32 THD	2	
-9	37005	SPRING, Flat	1	
-10	1003510	DECAL, Gas cover	1	
-11	37001	GAS LID ASSEMBLY	1	
-12	37003	BRACKET, Support	1	
-13	37051	RUBBER BUMPER, Gas lid	2	
-14	37033	TRIM STRIP, RH	1	
-15	37034	TRIM STRIP, LH	1	
-16	9000941	SCREW, Truss HD, 1/4-20 THD by 5/8 IN. LG	7	
-17	9000555	JACKNUT, Molly, 1/4-20	7	
-18	34992	ESCUTCHEON, Side	2	
-19	445170	NUT, Spring	6	
-20	35011	STRIKE	2	
-21	34271	RIVET	4	
-22	1003506	HOOD	1	
-23	1003279	AIR DUCT, Hood	1	
-24	34058	LOCKNUT, 1/4-20 THD	4	
-25	147579	WASHER	4	
-26	34989	CATCH, Hood	2	
-27	34271	RIVET	4	
-28	35005	GUIDE, Hood	6	
-29	9000123	LOCKNUT, 1/4-28 THD	6	
-30	34983	SPACER, Bumper	6	
-31	37591	COVER, Bumper	1	
-32	1003461	BUMPER ASSEMBLY, RH (See figure 1)	REF	
-33	1003462	BUMPER ASSEMBLY, LH (See figure 1)	REF	
-34	1002589	STOP, Hood	1	
-35	181566	SCREW, HEX HD	2	
-36	9000191	KLICK PIN	2	
-37	1003578	DECAL, Racing	2	

A - SD15M28B

B - SD15M26B

Figure 3 (Sheet 1 of 2)

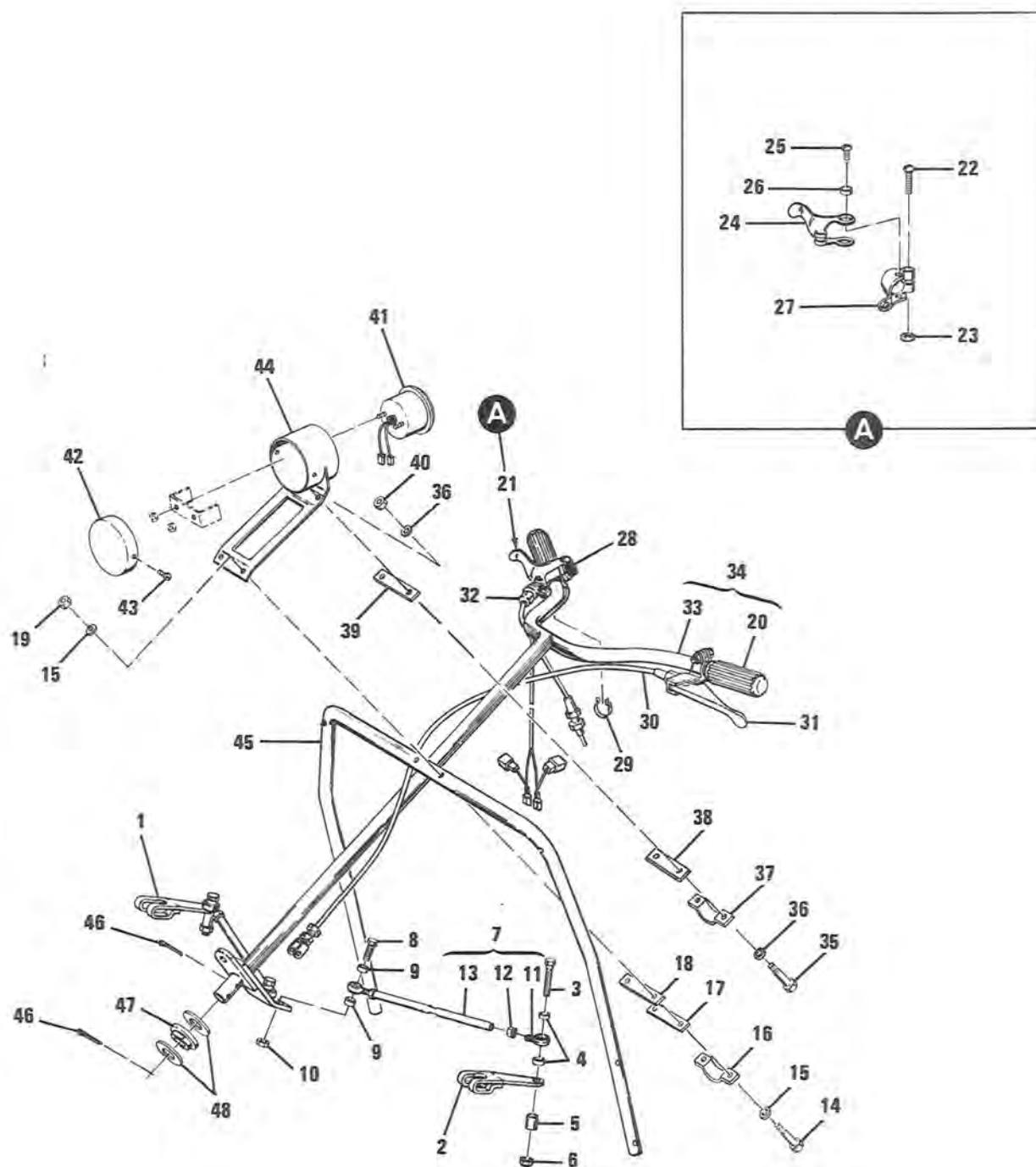


Figure & Index Number	Part Number	Description	Qty	Model Code
3-1	*37040	STEERING LINKAGE ASSEMBLY	2	
-2	33320	ARM, Spindle	2	
-3	181651	BOLT, HEX HD, 3/8-24 THD by 2-3/4 IN. LG	2	
-4	21777	SPACER	4	
-5	30251	SPACER	2	
-6	9000125	LOCKNUT, 3/8-24 THD	2	
-7	37041	TIE ROD ASSEMBLY	2	
-8	181643	BOLT, HEX HD, 3/8-24THD by 1-1/2 IN. LG	2	
-9	21777	SPACER	4	
-10	9000125	LOCKNUT, 3/8-24THD	2	
-11	30081	ROD END	4	
-12	124925	JAM NUT, HEX, 3/8-24 THD	4	
-13	37042	TIE ROD	2	
-14	181578	BOLT, HEX HD, 1/4-28 THD by 1-7/8 IN. LG	2	
-15	147579	WASHER, Plain, 1/4 IN. ID	4	
-16	34688	U-STRAP	1	
-17	34694	WEARPLATE	1	
-18	34689	WEARPLATE	1	
-19	9000123	LOCKNUT, 1/4-28 THD	2	
-20	37231	GRIP, Hand	2	
-21	32185	THUMB CONTROL ASSEMBLY, Throttle	1	
-22	142443	SCREW, RD HD, 10-32 THD by 1-3/8 IN. LG	1	
-23	9000122	LOCKNUT, 10-32 THD	1	
-24	32187	LEVER, Thumb	1	
-25	9417420	SCREW, Truss HD, 6-32 THD by 3/8 IN. LG	2	
-26	32188	SPACER	2	
-27	32186	CLAMP, Thumb control	1	
-28	1002782	KILL-SWITCH ASSEMBLY	1	
-29	32286	CLIP, WIRE	3	
-30	37159	BRAKE CONTROL ASSEMBLY	1	
-31	37486	HAND CONTROL ASSEMBLY	1	
-32	1003379	THROTTLE CABLE, HOUSING AND BOOT ASSEMBLY	1	
-33	1003534	STEERING HANDLE AND COLUMN ASSEMBLY	1	
-34	*1003380	STEERING COLUMN ASSEMBLY	1	
-35	181608	SCREW, 1/4-28 THD by 1 IN. LG	2	
-36	147579	WASHER, Plain, 1/4 IN. ID	4	
-37	34688	U-STRAP	1	
-38	34694	WEARPLATE	1	
-39	34689	WEARPLATE	1	
-40	9000123	LOCKNUT, 1/4-28 THD	2	
-41	1002984	TACHOMETER	1	
-42	1003394	COVER, Tachometer	1	

A - SD15M28B

B - SD15M26B

* 3-1 includes applicable items -2 through -13

* 3-34 includes applicable items -20 through -33

Figure 3 (Sheet 2 of 2)

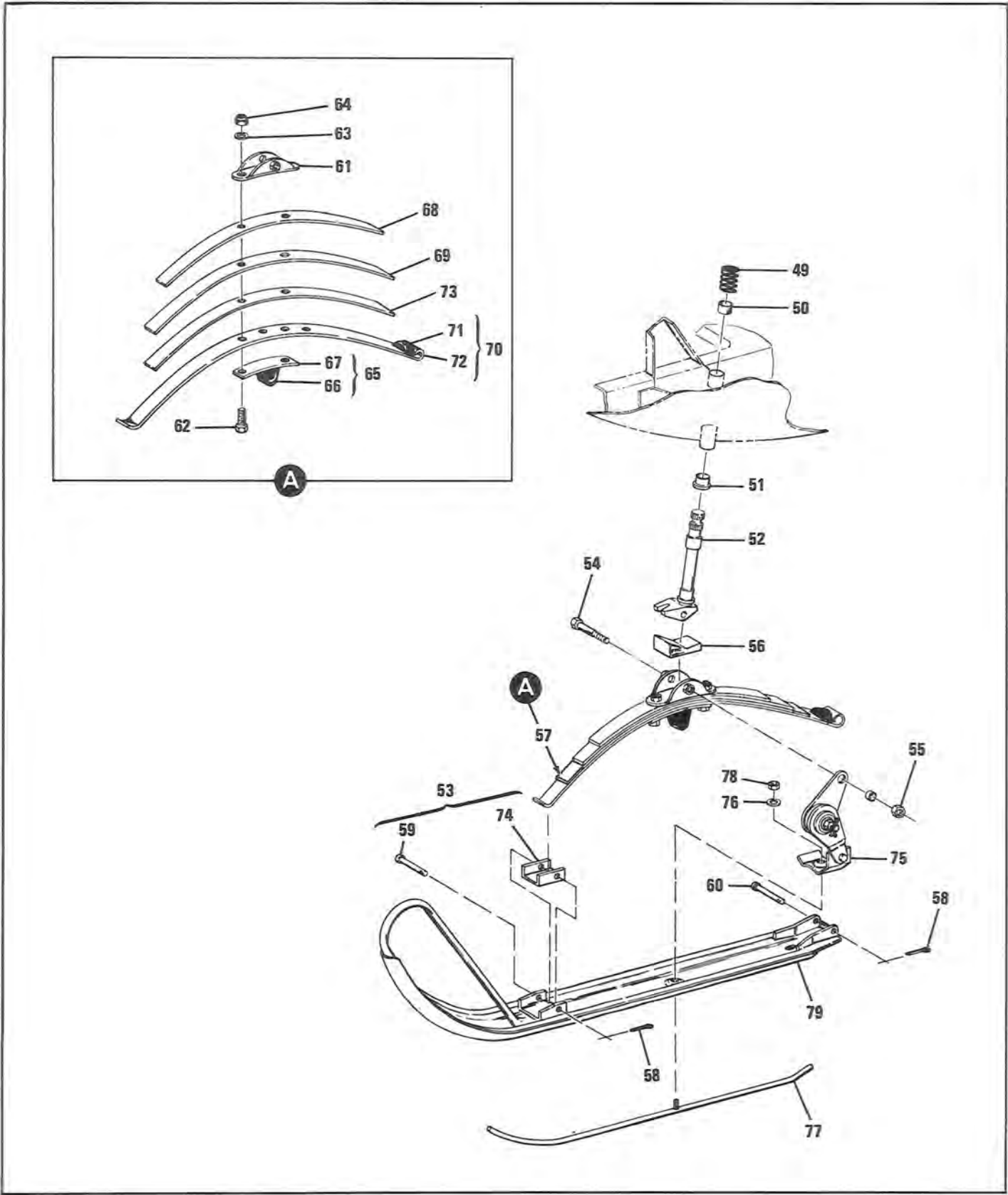


Figure & Index Number	Part Number	Description	Qty	Model Code
3-43	137182	SCREW, Pan Hd, 6 by 1/4 IN. LG	2	
-44	1003391	BRACKET, Tachometer	1	
-45	1003404	ROLL BAR	1	
-46	137258	COTTER PIN, 3/16 IN. DIA by 1-3/4 IN. LG	2	
-47	37124	WASHER, Steering column	1	
-48	34945	BUSHING, Steering column support	1	
-49	30149	SPRING, Spindle	2	
-50	33753	BUSHING, Plain	2	
-51	33756	BUSHING, Flange	2	
-52	1003604	SPINDLE	2	
-53	*1003605	SKI AND SPRING ASSEMBLY, RH (See figure 1)	REF	
	*1003606	SKI AND SPRING ASSEMBLY, LH (See figure 1)	REF	
-54	189329	SCREW HEX HD, 3/8-24 THD by 3-1/4 IN. LG	2	
-55	9000125	LOCKNUT, 3/8-24 THD	2	
-56	37226	PAD, Spindle	2	
-57	*1003607	SPRING ASSEMBLY, RH	1	
	+*1003608	SPRING ASSEMBLY, LH	1	
-58	177923	COTTER PIN	4	
-59	33748	PIVOT PIN, Spring	2	
-60	28762	PIN, Pivot	2	
-61	1003620	BRACKET ASSEMBLY, Spring mounting	2	
-62	181643	SCREW, HEX HD, 3/8-24 THD by 1-1/2 IN. LG	4	
-63	274517	WASHER, Flat, 3/8 IN. ID	4	
-64	9000125	LOCKNUT, 3/8-24 THD	4	
-65	*1003621	BUMPER ASSEMBLY	2	
-66	33297	BUMPER	2	
-67	33296	PLATE, Spring	2	
-68	1003616	LEAF SPRING, Top	2	
-69	1003617	LEAF SPRING, Middle	2	
-70	*1003619	LEAF SPRING, Main	2	
-71	37250	BUMPER, Main leaf	2	
-72	33729	SPRING, Main lead	2	
-73	1003618	LEAF SPRING	2	
-74	33746	WEAR PLATE, Ski	2	
-75	1002587	SKI DAMPER	2	
-76	147579	PLAIN WASHER, 1/4 IN. ID	2	
-77	1003609	WEAR ROD ASSEMBLY, Ski-weldment	2	
-78	9000123	LOCKNUT, 1/4-28 THD	2	
-79	1003610	SKI ASSEMBLY	2	

A - SD15M28B

B - SD15M26B

* 3-53 includes applicable items -57 through -79. For spares, order component parts only.

* 3-57 includes applicable items -61 through -73.

* 3-65 includes items -66 and -67.

* 3-70 includes items -71 and -72.

+ For replacement spring assembly order AMF Part No. 1002275.

Figure 4

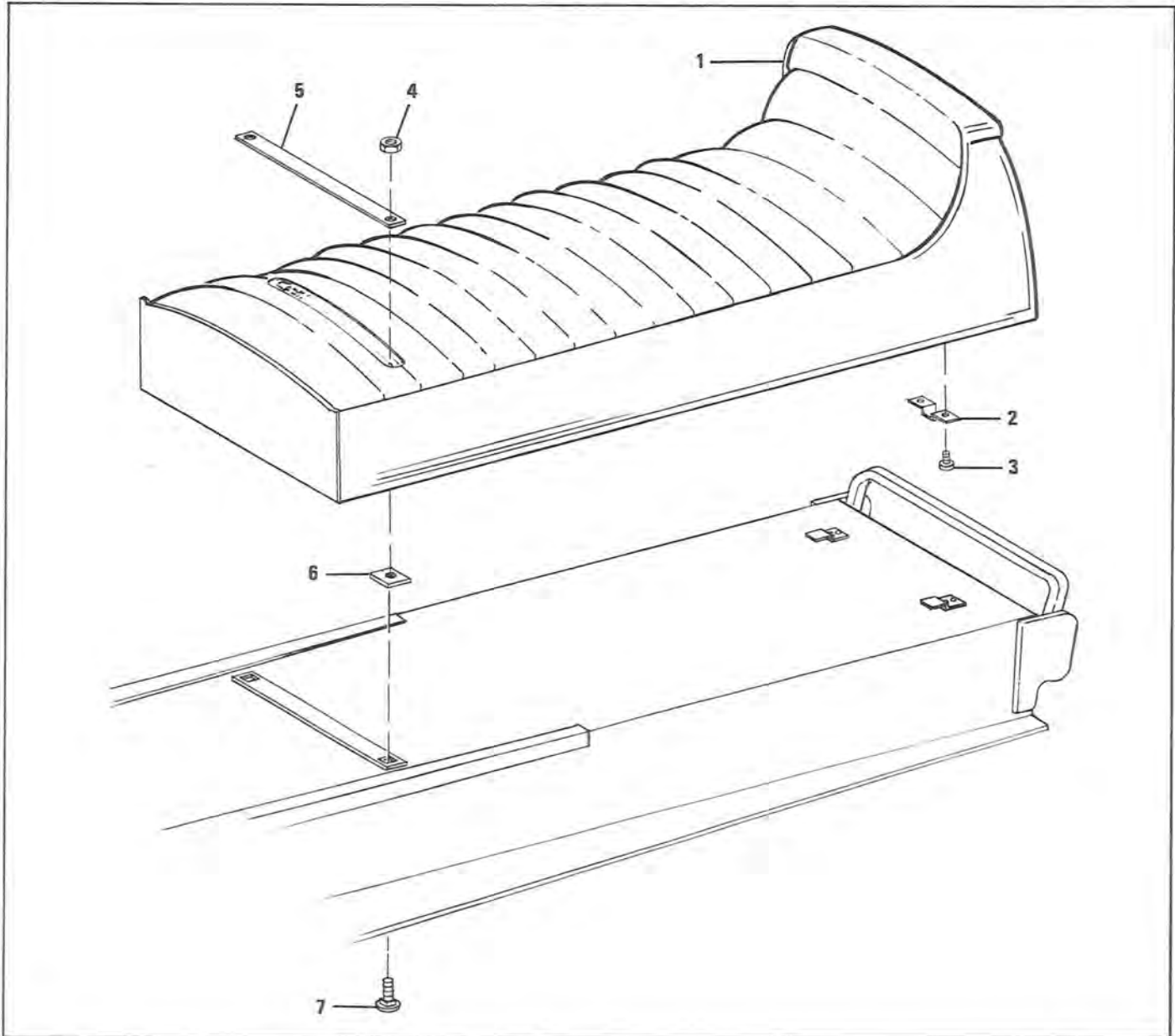


Figure & Index Number	Part Number	Description	Qty	Model Code
4-1	1003270	SEAT ASSEMBLY (See figure 1)	REF	
-2	33395	RECEPTACLE, Seat clip	2	
-3	144815	SCREW, PAN HD, 6-32 THD by 3/4 IN. LG	4	
-4	9413314	LOCKNUT, 1/4-20	2	
-5	1003508	WASHER, Bar	2	
-6	1003503	NUT, Tinnerman	2	
-7	9000328	BOLT, Carriage, 1/4-20 THD by 1-IN. LG	2	

A - SD15M28B

B - SD15M26B

Figure & Index Number	Part Number	Description	Qty	Model Code
5-	*1003291	ENGINE AND SUPPORT ASSEMBLY (See figure 1)	REF	A
	*1003290	ENGINE AND SUPPORT ASSEMBLY (See figure 1)	REF	B
-1	38058	SPARK PLUG	2	
-2	34709	GAS LINE	4	
-3	30489	HOSE CLAMP	12	
-4	37529	TEE	1	
-5	1003317	FILTER, In-Line	2	
-6	+1002431	CARBURETOR	2	
-7	124920	JAM NUT	4	
-8	138538	LOCKWASHER, Internal tooth, 5/16 IN. ID	4	
	1002460	MANIFOLD ASSEMBLY, Intake, RH	1	
-9	443003	PIN, Groove	2	
-10	1002423	NIPPLE, Impulse	1	
-11	38383	STUD	2	
-12	1002421	CAM ASSEMBLY	1	
-13	38208	BEARING, Flange	2	
-14	1002533	THROTTLE ARM ASSEMBLY	1	
-15	1002465	THROTTLE SHAFT	1	
-16	1002462	MANIFOLD MACHINING, Intake, RH	1	
	1002461	MANIFOLD ASSEMBLY, Intake, LH	1	
-17	1002423	NIPPLE, Impulse	1	
-18	38383	STUD	2	
-19	1002463	MANIFOLD MACHINING, Intake, LH	1	
-20	38200	SCREW, Throttle	2	
-21	9000122	LOCKNUT, 10-32 THD	2	
-22	453284	NUT, 10-32 THD	6	
-23	1003035	SHIELD, Carburetor	1	
-24	216278	CAPSCREW, SOC HD, 1/4-20 by 1/2 IN. LG	2	
-25	120380	LOCKWASHER, Spring	2	
-26	30270	IMPULSE LINE	2	
-27	1002662	DRIVE CLUTCH, 780 M (See figure 10)	1	A
	1002660	DRIVE CLUTCH, 780 M (See figure 10)	1	B
-28	189348	ADAPTER BOLT, Clutch	1	
-29	120396	WASHER, Plain, 17/32 ID by 1-1/16 OD	1	
-30	138549	LOCKWASHER, 1/2 ID	1	
-31	37183	TUBING, Flex	1	
-32	32588	CLAMP	2	
-33	1003520	MUFFLER WELDMENT	1	
-34	1002665	EXHAUST MANIFOLD	1	
-35	181568	BOLT, HEX HD, 1/4-28 THD	1	
-36	120380	LOCKWASHER, 1/4 ID	1	
-37	120613	JAM NUT, 1/4-28 THD	1	
-38	1002689	SHROUD, Modified	1	

A - SD15M28B

B - SD15M26B

* For spares, order components only

+ Carburetor Repair Kit No. 1002989

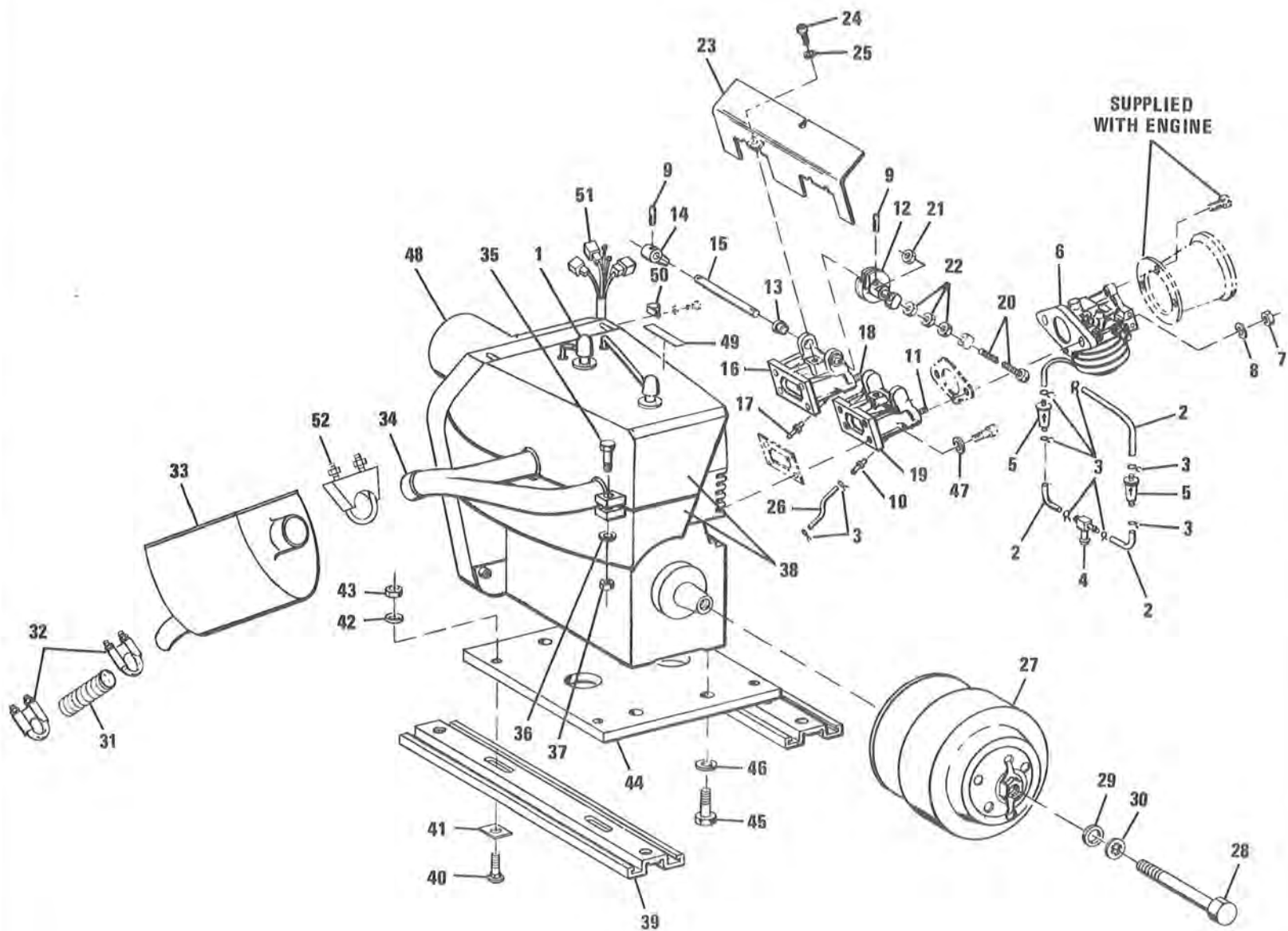


Figure 5

Figure & Index Number	Part Number	Description	Qty	Model Code
5-39	37596	MOUNTING STRAP, Machining	2	A B
-40	9000327	BOLT, Carriage, 5/16-24 by 1-1/4 IN. LG	4	
-41	37126	BAR WASHER	2	
-42	37595	PLAIN WASHER, 13/32 ID by 1-1/2 OD	4	
-43	9000124	LOCKNUT, 5/16-24 THD	4	
-44	1002542	BASE EXTRUSION, Engine	1	
-45	180175	BOLT, HEX HD, 1/2-13 by 1-1/4 IN. LG	4	
-46	120384	LOCKWASHER, Spring, 1/2 IN. ID	4	
-47	1002786	LOCKWASHER, Spring	8	
-48	1003302	ENGINE, 292	1	
	1003303	ENGINE, 340	1	
-49	1003315	DECAL	1	
-50	2791	CLIP	1	
-51	1003286	Wiring Connections, Engine	1	
-52	1002692	CLAMP	1	

A - SD15M28B

B - SD15M26B

Figure 6

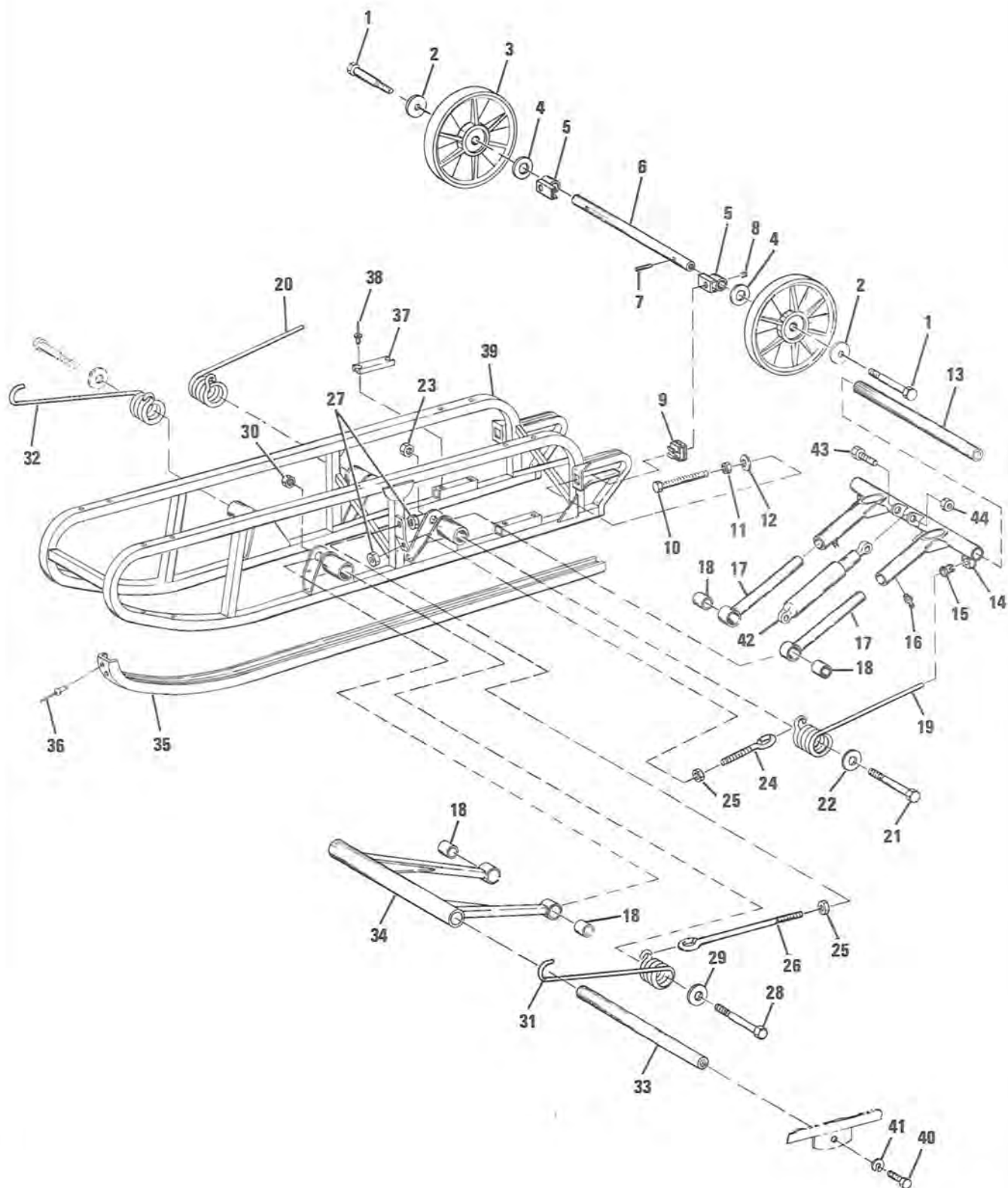


Figure & Index Number	Part Number	Description	Qty	Model Code
6-	1003597	SUSPENSION ASSEMBLY, 15-Inch (See figure 1)	REF	
-1	9000592	BOLT, HEX HD, 5/16-24 by 4-1/4 IN. LG	2	
-2	1002890	WASHER	2	
-3	1003441	WHEEL, Molded	2	
-4	131017	WASHER	2	
-5	1002850	SPACER	2	
-6	1002844	AXLE, Rear	1	
-7	9421234	PIN, Drive, 5/32 by 1-1/4 IN. LG	2	
-8	9000284	SETSCREW, 3/8-24 by 3/8 IN. LG	2	
-9	125529	NUT, 7/16-14 THD	2	
-10	1002888	CAPSCREW, HEX HD, 7-16-14 by 4 IN. LG	2	
-11	271501	NUT, 7/16-14 THD	2	
-12	120383	WASHER, 7/16 OD	2	
-13	1002604	AXLE ASSEMBLY, Inner	1	
-14	1003457	REAR ARM WELDMENT	1	
-15	1002820	BUSHING, Nylon	2	
-16	706	GREASE FITTING	2	
-17	1002849	REAR ARM, Inner	2	
-18	1002825	INSERT, Pivot	4	
-19	1002388	SPRING, LH	1	
-20	1003487	SPRING, RH	1	
-21	189333	SCREW, HEX HD, 3/8-24 by 4-1/4 IN. LG	2	
-22	1003456	WASHER, Carriage spring	2	
-23	192481	NUT, 3/8-24 THD	2	
-24	1003444	EYEBOLT	2	
-25	120377	NUT, 3/8-16 THD	4	
-26	1003443	EYEBOLT	2	
-27	120377	NUT, 3/8-16 THD	4	
-28	189333	SCREW, HEX HD, 3/8-24 by 4-1/4 IN. LG	2	
-29	1003456	WASHER, Carriage spring	2	
-30	192481	NUT, 3/8-24 THD	2	
-31	1002816	SPRING, LH	1	
-32	1002817	SPRING, RH	1	
-33	1002604	AXLE ASSEMBLY, Inner	1	
-34	1002853	FRONT ARM WELDMENT	1	
-35	1003442	RUNNER, Hi-Fax	2	
-36	9000825	RIVET	34	
-37	1002819	PAD, Small	8	
-38	9000826	RIVET	16	
-39	1003595	SKID FRAME WELDMENT	1	
-40	181637	SCREW, HEX HD, 3/8-24 by 1 IN. LG	4	
-41	131099	LOCKWASHER, 3/8 OD	4	
-42	1003445	SHOCK ABSORBER	1	
-43	181675	SCREW, HEX HD, 7/16-20 by 2-1/4	2	
-44	454012	NUT, 7/16-20 THD	2	

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Figure 7

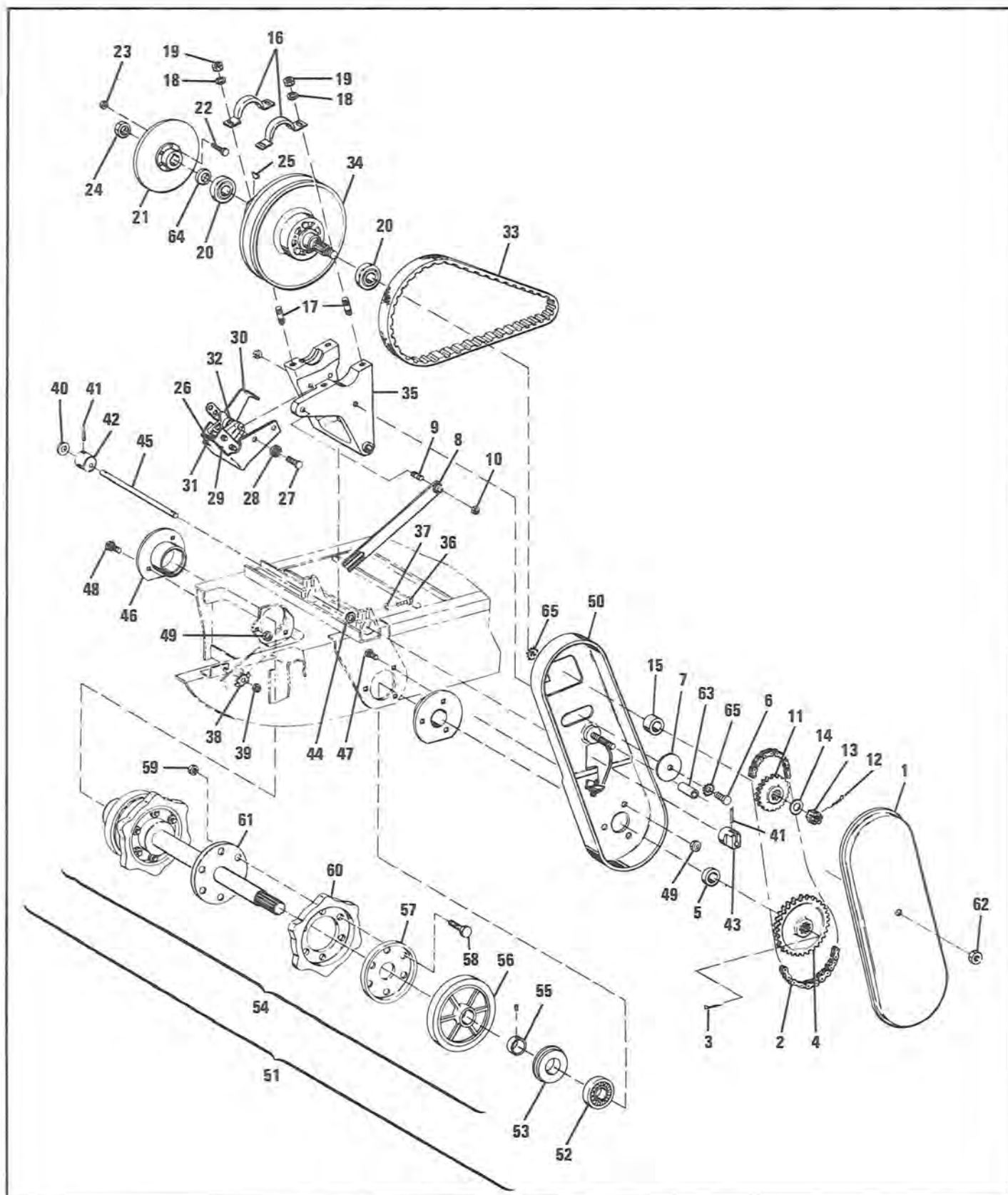


Figure & Index Number	Part Number	Description	Qty	Model Code
7-1	1002018	CHAIN COVER, Top	1	
-2	37141	ROLLER CHAIN, 35-2, 102 pitch	1	
-3	137258	COTTER PIN, 3/16 IN. by 1-3/4 IN. LG	1	
-4	35042	SPROCKET, 35-2, 45 teeth	1	
-5	34629	SPACER	1	
-6	180078	BOLT, HEX HD, 5/16-18 THD by 7/8 IN. LG	1	
-7	37440	WASHER, Chain cover	1	
	*1003491	DRIVEN CLUTCH AND MOUNTING ASSEMBLY (See figure 1)	REF	A
	*1003492	DRIVEN CLUTCH AND MOUNTING ASSEMBLY (See figure 1)	REF	B
-8	1003405	ROD TENSIONER, Clutch	1	
-9	272726	STUD, 3/8-24 THD by 1-1/2 IN. LG	1	
-10	9000125	LOCKNUT, 3/8-24 THD	1	
-11	34277	SPROCKET, 35-2, 19 teeth	1	
-12	119120	COTTER PIN, 3/32 IN. by 1-1/4 IN. LG	1	
-13	125250	NUT, Slotted, 1/2-20 THD	1	
-14	9417098	WASHER, Flat, 17/32 IN. by 1 IN. OD	1	
-15	34628	SPACER	1	
-16	34636	CLAMP, Bearing	2	
-17	147664	STUD	4	
-18	120393	WASHER, 11/32 IN. ID by 11/16 IN. OD	4	
-19	9000124	LOCKNUT, 5/16-24 THD	4	
-20	34645	BEARING, Driven clutch	2	
-21	1003501	HUB AND DISC ASSEMBLY	1	
-22	217921	SCREW, 10-32 THD by 5/8 IN. LG	6	
-23	9000122	LOCKNUT, 10-32 THD	6	
-24	272686	LOCKNUT, 3/4-16 THD	1	
-25	106751	KEY, Woodruff, No. 9, 3/16 IN. by 3/4 IN. LG	1	
-26	1002703	DISC BRAKE ASSEMBLY	1	
-27	180077	BOLT, HEX HD, 5/16-18 THD by 3/4 IN. LG	2	
-28	138538	LOCKWASHER, Internal tooth	2	
-29	1002125	BRAKE BRACKET	1	
-30	1002124	ARM, Brake bracket	1	
-31	1002126	CALIPER, Disc brake	1	
-32	1003075	PUCK, Brake	2	
-33	37880	BELT, Variable-speed	1	
-34	1003589	DRIVEN CLUTCH AND SHAFT ASSEMBLY (See figure 9)	1	
-35	1003493	DRIVEN CLUTCH MOUNTING	1	
-36	181643	BOLT, HEX HD, 3/8-24 THD by 1-1/2 IN. LG	2	
-37	120382	LOCKWASHER, Spring, 3/8 IN. ID	2	
-38	37253	WASHER, Serrated	1	
-39	9000124	LOCKNUT, 5/16-24 THD	1	
-40	34826	RING, Circular push-on	1	
-41	273938	PIN, Spring	2	
-42	34950	CAM, Right side	1	

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* For spares, order individual components.

Figure & Index Number	Part Number	Description	Qty	Model Code
7-43	34952	CAM, Left side	1	
-44	9417098	WASHER, Plain, 17/32 IN. ID by 1 IN. OD	1	
-45	34965	SHAFT, Clutch mounting	1	
-46	37024	BEARING RETAINER AND PLATE ASSEMBLY	2	
-47	9000322	BOLT, Carriage, 5/16-24 THD by 3/4 IN. LG	3	
-48	9000321	BOLT, Carriage, 5/16-24 THD by 5/8 IN. LG	3	
-49	9000124	LOCKNUT, 5/16-24 THD	6	
-50	1003495	CHAIN COVER ASSEMBLY, Bottom	1	
-51	*1003370	DRIVE SPROCKET ASSEMBLY, 15-inch (See figure 1)	REF	
-52	34648	BEARING, 25 MM bore	2	
-53	30079	SEAL, Grease	2	
-54	1003369	DRIVE SHAFT ASSEMBLY	1	
-55	1002516	SET COLLAR (with 5/16-18 THD by 1/4 IN. LG cup-point setscrew)	2	
-56	1003367	WHEEL, Idler	2	
-57	1003377	FLANGE, Sprocket	2	
-58	181608	SCREW, 5/16-24 THD by 1 IN. LG	10	
-59	442826	LOCKNUT, 5/16-24 THD	10	
-60	1003368	SPROCKET	2	
-61	1003373	DRIVE SHAFT ASSEMBLY	1	
-62	9000394	LOCKNUT, 5/16-18 THD	1	
-63	1002734	SLEEVE	1	
-64	1002992	SPACER	3	
-65	138485	LOCKWASHER, External tooth, 5/16 ID	2	

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B - SD15M26B

*For spares, order applicable items 7-49 through 7-58 only.

Figure & Index Number	Part Number	Description	Qty	Model Code
8-1	37683	GAS CAP ASSEMBLY (See figure 1)	REF	
-2	*37265	GAS CAP AND INDICATOR ASSEMBLY	1	
-3	37684	GASKET, Gas cap	1	
-4	37357	SPILL CHUTE, Weldment, gas	1	
-5	181566	BOLT, HEX HD, 1/4-28 THD by 3/4 IN. LG	2	
-6	147579	WASHER, Plain	2	
-7	37273	VENT AND PRESSURE RELIEF VALVE	1	
-8	144107	PIPE REDUCER, 1/4 to 1/8 IN.	1	
-9	1002648	GAS LINE, Tank-To-Carburetor	1	
-10	1002649	COVER, Gas line	1	
-11	1003345	GAS LINE ASSEMBLY, Tank	1	
-12	1003348	GAS LINE, Gas tank	1	
-13	1003344	WEIGHT, Fuel tank	1	
-14	37524	GAS OUTLET, Gas tank	1	
-15	37525	RING, Retaining	2	
-16	34154	GASKET, Gas tank outlet	1	
-17	37259	GAS TANK, Plastic	1	
-18	37418	PAD, Gas tank	2	
-19	37636	PAD, Gas tank	6	

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* For spares, order AMF Part No. 37683.

Figure 8

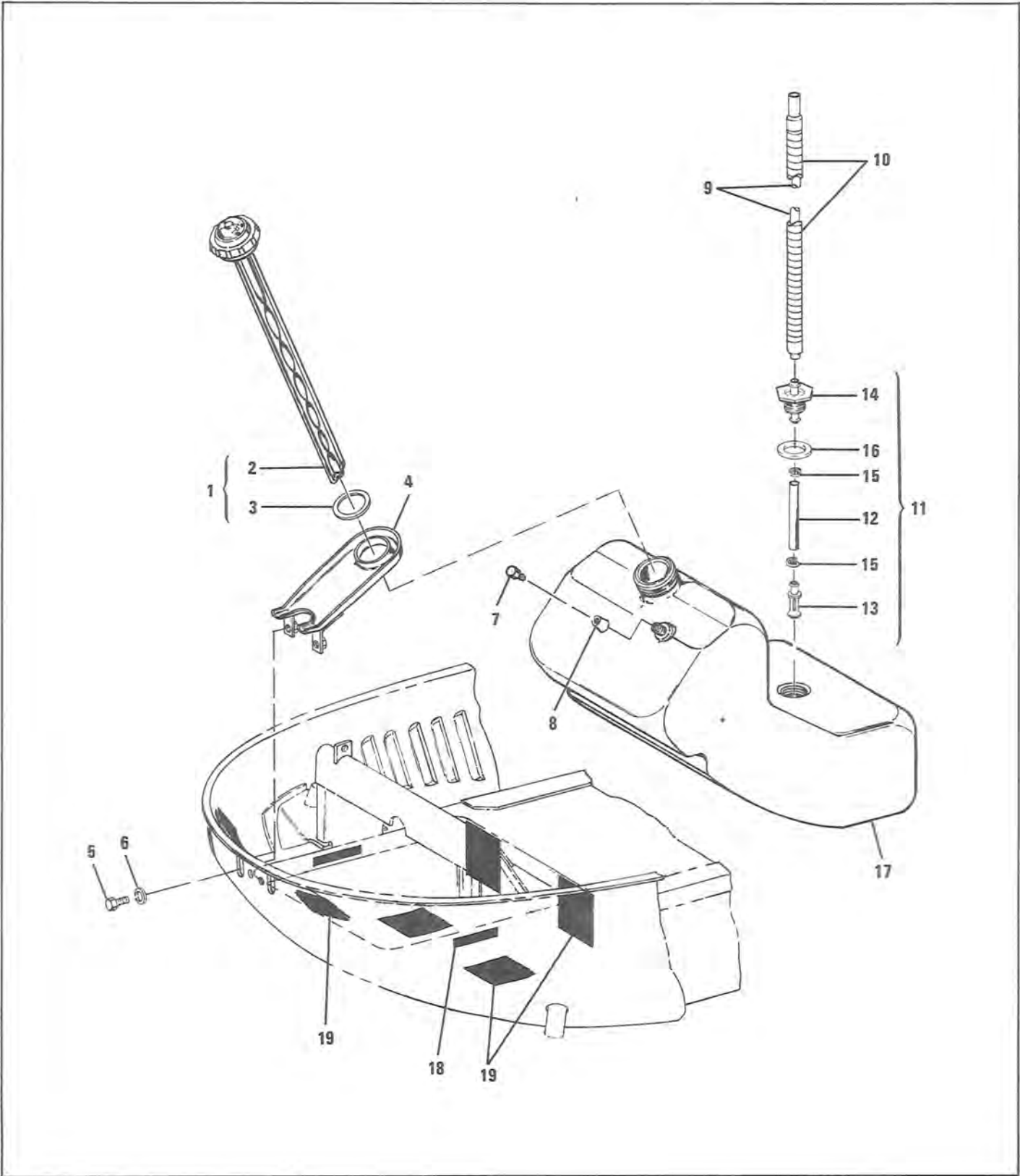


Figure 9

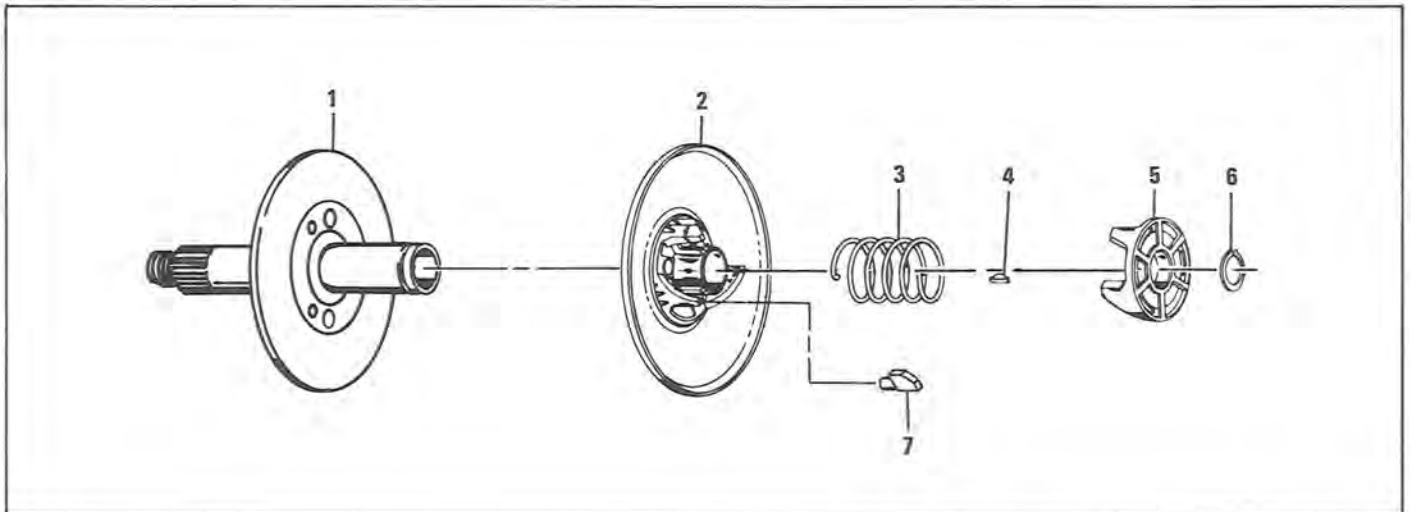


Figure & Index Number	Part Number	Description	Qty	Model Code
9-	1003589	DRIVEN CLUTCH AND SHAFT ASSEMBLY (See figure 7)	REF	
-1	37607	FIXED FACE AND HUB ASSEMBLY	1	
-2	1003041	MOVABLE FACE ASSEMBLY	1	
-3	1002573	SPRING	1	
-4	37603	KEY, Morton Hi-Pro	1	
-5	1002572	TORQUE BRACKET ASSEMBLY	1	
-6	37610	RING, Retaining	1	
-7	1003074	CAM, Slipper	3	

A - SD15M28B

B - SD15M26B

Figure 10

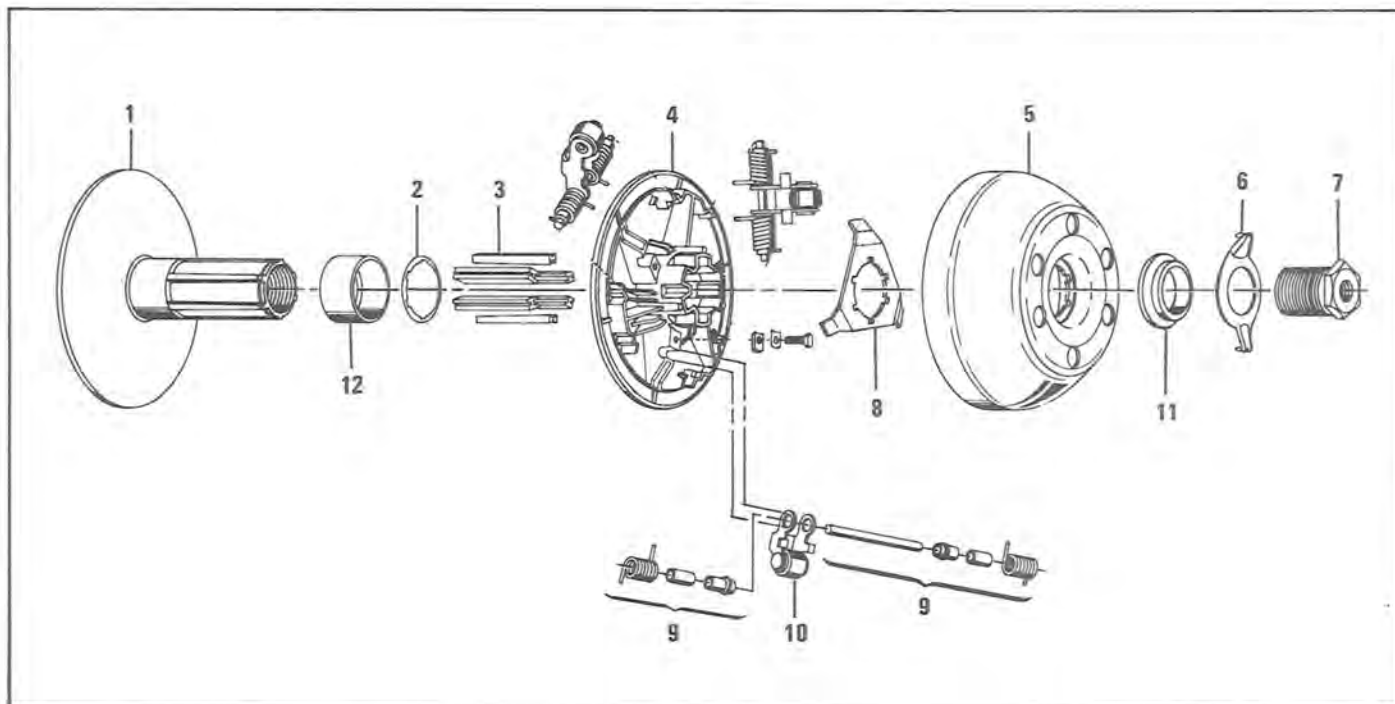


Figure & Index Number	Part Number	Description	Qty	Model Code
10-	1002662	DRIVE CLUTCH ASSEMBLY (See figure 5)	REF	A
	1002660	DRIVE CLUTCH ASSEMBLY (See figure 5)	REF	B
-1	1003062	FIXED FACE ASSEMBLY	1	
-2	1002560	WASHER, Idler bearing	1	
-3	1002561	LINER, Spline	6	
-4	1003061	MOVABLE FACE ASSEMBLY	1	A
	1003561	MOVABLE FACE ASSEMBLY	1	B
-5	1003060	RAMP PLATE ASSEMBLY (Includes item 6)	1	
-6	1003063	LOCK PLATE	1	
-7	*1002564	NUT	1	
-8	1002562	RETRACTOR, Roller weight	1	
-9	1003081	SERVICE KIT, Springs, pins, bushings	1	A
	1003628	SERVICE KIT, Springs, pins, bushings	1	B
-10	1003080	SERVICE KIT, Roller arm assy	1	A
	1003629	SERVICE KIT, Roller arm assy	1	B
-11	1003089	WASHER, Ramp plate	1	
-12	1002559	BEARING, Idler	1	B

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B - SD15M26B

* Apply 125 ± 15 foot-pounds torque.

NUMERICAL LIST

Part No.	Figure & Index Number	Qty	Part No.	Figure & Index Number	Qty
1002018	7-1	1	1002816	6-31	1
1002124	7-30	1	1002817	6-32	1
1002125	7-29	1	1002819	6-37	8
1002126	7-31	1	1002820	6-15	2
1002421	5-12	1	1002825	6-18	4
1002423	5-10	1	1002844	6-6	1
	5-17	1	1002849	6-17	2
1002431	5-6	2	1002850	6-5	2
1002460	5-8	1	1002853	6-34	1
1002461	5-16	1	1002888	6-10	2
1002462	5-16	1	1002890	6-2	2
1002463	5-19	1	1002984	3-11	1
1002465	5-15	1	1002992	7-64	3
1002471	1-20	1	1003035	5-23	1
1002516	7-55	2	1003041	9-2	1
1002529	10-10	1	1003060	10-5	1
1002533	5-14	1	1003061	10-4	1
1002542	5-44	1	1003062	10-1	1
1002560	10-2	1	1003063	10-6	1
1002561	10-3	6	1003074	9-7	3
1002562	10-8	1	1003075	7-32	2
1002564	10-7	1	1003080	10-10	1
1002572	9-5	1	1003081	10-9	1
1002573	9-3	1	1003106	1-	1
1002587	3-75	2	1003107	1-	1
1002589	2-34	1	1003270	1-13	1
1002604	6-13	1		4-	REF
	6-73	1	1003272	1-53	1
1002642	1-54	2	1003274	1-60	1
1002648	8-9	1	1003275	1-60	1
1002649	8-10	1	1003279	2-23	1
1002660	5-27	1	1003280	1-2	1
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1002662	5-27	1	1003286	5-51	1
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1002665	5-34	1	1003290	1-25	1
1002689	5-38	1		5-	REF
1002692	5-52	1	1003291	1-25	1
1002703	7-26	1		5-	REF
1002734	7-63	1	1003302	5-48	1
1002782	3-28	1	1003303	5-48	1
1002786	3-29	3	1003315	5-49	1
	5-47	8	1003316	1-19	1
1002803	1-41	21	1003317	5-5	2
1002808	1-43	41	1003344	8-13	1

Part No.	Figure & Index Number	Qty
1003345	8-11	1
1003348	8-12	1
1003353	1-18	1
1003366	1-16	1
1003367	7-56	1
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1003369	7-54	1
1003370	7-51	REF
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1003373	7-61	1
1003377	7-57	2
1003379	3-32	1
1003380	3-34	1
1003391	3-44	1
1003394	3-42	1
1003404	3-45	1
1003405	7-8	1
1003433	1-46	1
1003434	1-45	2
1003441	6-3	2
1003442	6-35	2
1003443	6-26	2
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1003462	1-4	1
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1003487	6-20	1
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1003491	1-51	1
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1003492	1-51	1
	7-7	REF
1003493	7-35	1
1003495	7-50	1
1003501	7-21	1
1003502	1-14	1
1003503	4-6	2
1003506	2-72	1
1003508	4-5	2
1003510	2-10	1
1003511	2-4	1

Part No.	Figure & Index Number	Qty
1003520	5-33	1
1003525	1-1	1
1003534	3-33	1
1003561	10-4	1
1003577	1-33	1
1003578	2-37	2
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1003595	6-39	1
1003597	1-47	1
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1003604	3-52	2
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1003606	1-12	1
	3-53	REF
1003607	3-57	1
1003608	3-57	1
1003609	3-77	2
1003610	3-79	2
1003616	3-68	2
1003617	3-69	2
1003618	3-73	2
1003619	3-70	2
1003620	3-61	2
1003621	3-65	2
1003628	10-9	1
1003629	10-10	1
106751	7-25	1
119120	7-12	1
120377	6-25	4
	6-27	4
120380	5-25	2
	5-36	1
120382	7-37	2
120383	6-12	2
120384	5-46	4
120392	1-36	4
120393	7-18	4
120394	1-9	4
120396	5-29	1
120613	5-37	1
124920	5-7	4
124925	3-12	4
125250	7-13	1

PARTS LIST

AMF

Part No.	Figure & Index Number	Qty
125529	6-9	2
131017	6-4	2
131099	1-49	4
	6-41	4
132908	2-5	2
137182	3-43	2
137258	3-46	2
	7-3	1
138485	7-65	2
138538	5-8	4
	7-28	2
138549	5-30	1
142443	3-22	1
144107	8-8	1
144815	4-3	4
147579	1-23	4
	2-25	4
	3-15	4
	3-36	2
	3-76	2
	8-6	2
147664	7-17	4
177923	3-58	4
180077	7-27	2
180078	7-6	1
180175	5-45	4
181566	1-22	1
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	8-5	2
181568	5-35	1
181577	1-21	2
181578	3-14	2
181608	3-35	2
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181643	3-8	2
	3-62	4
	7-36	2
181648	1-8	2
181651	3-3	2
181675	6-43	2
189329	3-54	2
189333	6-21	2
	6-28	2

Part No.	Figure & Index Number	Qty
189348	5-28	1
192481	6-23	2
	6-30	2
216278	5-24	2
21777	3-4	4
	3-9	4
217921	7-22	6
271501	6-11	2
272686	7-24	1
272726	7-9	1
273938	7-41	2
274517	3-63	4
2791	1-39	1
	5-50	1
28762	3-60	2
30079	7-53	2
30081	3-11	4
30149	3-49	2
30251	3-5	2
30270	5-26	2
30489	5-3	12
30696	1-57	1
30697	1-57	1
32185	3-21	1
32186	3-27	1
32187	3-24	1
32188	3-26	1
32528	1-29	4
32532	1-28	4
32588	5-31	2
33296	3-67	2
33297	3-66	2
33320	3-2	2
33395	4-2	2
33729	3-72	2
33746	3-74	2
33748	3-59	2
33753	3-50	2
33756	3-51	2
33768	1-26	4
33769	1-30	4
33808	1-6	4
34058	2-24	4
34154	8-16	1
34271	2-2	3

Part No.	Figure & Index Number	Qty
34271 (Cont.)	2-21	4
	2-27	4
	3-40	4
34277	7-11	1
34628	7-15	1
34629	7-5	1
34636	7-16	2
34645	7-20	2
34648	7-52	2
34688	3-16	1
	3-37	1
34689	3-18	1
	3-39	1
34694	3-17	1
	3-38	1
34709	5-2	4
34826	7-40	1
34945	3-48	1
34950	7-42	1
34952	7-43	1
34965	7-45	1
34983	2-30	6
34984	2-1	1
34989	2-26	2
34992	2-18	2
35005	2-28	6
35011	2-20	2
35042	7-4	1
37001	2-11	1
37003	2-12	1
37005	2-9	1
37006	2-7	1
37024	7-46	2
37033	2-14	1
37034	2-15	1
37040	3-1	2
37041	3-7	2
37042	3-13	2
37045	2-3	1
37051	2-13	2
37124	3-47	1
37126	5-41	2
37141	7-2	1
37159	3-30	1
37183	5-31	1

Part No.	Figure & Index Number	Qty
37226	3-56	2
37231	3-20	2
37250	3-71	2
37253	7-38	1
37259	8-17	1
37265	8-2	1
37273	8-7	1
37345	1-34	2
37357	8-4	1
37389	1-59	2
37418	8-18	2
37440	7-7	1
37486	3-31	1
37524	8-14	1
37525	8-15	2
37529	5-4	1
37591	2-31	1
37595	1-31	4
	5-42	4
37596	5-34	2
37603	9-4	1
37607	9-1	1
37610	9-2	1
37636	8-19	6
37683	1-52	1
	8-1	REF
37684	8-3	1
37880	7-33	1
37926	1-61	1
38058	5-1	2
38200	5-20	2
38208	5-13	2
38383	5-11	2
	5-18	2
436752	1-15	4
442826	7-59	10
443003	5-9	2
445170	2-19	6
446143	1-56	20
453284	5-22	6
454012	6-44	2
706	6-16	2
9000122	1-17	4
	2-6	2
	2-8	2

PARTS LIST**AMF**

Part No.	Figure & Index Number	Qty
9000122 (Cont.)	3-23	1
	3-38	2
	5-21	2
	7-23	6
9000123	1-7	4
	1-24	3
	1-37	4
	2-29	6
	3-19	2
	3-40	2
	3-78	2
	5-43	4
	7-19	4
	7-39	1
9000124	7-49	6
	1-10	2
	1-32	4
	3-6	2
	3-55	2
	3-64	4
9000125	7-10	1
	2-36	2
	6-8	2
9000191		
9000284		

Part No.	Figure & Index Number	Qty
9000302	1-35	4
9000321	7-48	3
9000322	7-47	3
9000324	1-27	4
9000327	5-40	4
9000328	4-7	2
9000394	7-62	1
9000555	2-37	7
9000592	6-1	2
9000823	1-55	31
9000825	6-36	34
9000826	6-38	16
9000827	1-44	368
9000828	1-42	42
9000829	1-58	272
9000941	2-16	7
9000955	2-17	7
9413314	4-4	2
9415426	1-5	4
9417098	7-14	1
	7-44	1
9417420	3-25	2
9421234	6-7	2